

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., NOVEMBER 25, 1904.

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Marshall & Michel Grain Co., grain, feed.  
Morrison Grain Co., commission.  
Southwestern Eltr. Co., receivers, shippers.  
Thresher & Fuller, grain commission.

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Rogers & Co., E. L., grain, hay.\*

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Geidel & Dickson, grain, hay, feed.  
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Nanson Commission Co., grain commission.\*  
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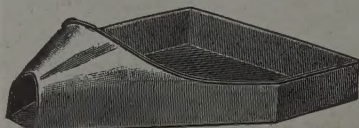
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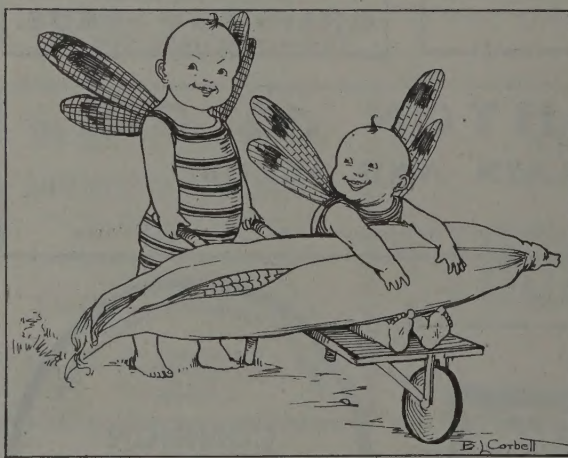
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Be up and coming tomorrow without a worry or fret,  
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This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

## Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16¼ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 70 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

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## FEED MILLS FOR GRAIN ELEVATORS.

The mill that is  
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cannot compete  
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### THE BOWSHER FEED MILLS



have capacity, speed, strength and lasting qualities. They grind fine, medium or coarse. Crush and grind ear corn (with or without shucks). Can run empty without injury. Seven sizes—from 2 to 25 H. P. (Sold with or without elevator).

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

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Crushers, all kinds of milling machinery and supplies. "Mon-arch" Machinery more, perhaps, and there are "repairs." Get it mill-wise.  
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**FEED  
MILLS**

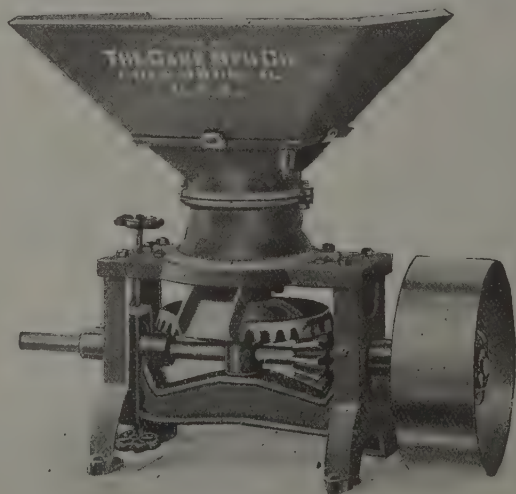
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THREE PAIR HIGH  
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ALL SIZES AND STYLES  
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GRAIN CLEANERS,  
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OVERHEAD DUMPS,  
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GOODS OF FIRST QUALITY - PRICES LOW - SEND US YOUR SPECIFICATIONS FOR QUOTATIONS.



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**IS STRONG, DURABLE  
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Machines and Parts Carried In Stock Insuring Prompt Shipments.

Price of Machine As Shown in Cut

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The "CLIPPER" CLEANER "leads the procession" for practical efficiency and low cost of maintenance.

Here are a few "CLIPPER" points "boiled down:"

It is the cleaner that cleans.

It is adaptable to any purpose.

It cleans Grain, Seeds or Beans perfectly.

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It is simple, strong, convenient and will not get out of order unless you use an axe.

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Moreover we give thirty days' trial on approval.

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Your way to "lead the procession" and have satisfied customers is to use the "CLIPPER" Cleaner and sell "Clean" grain and seed.

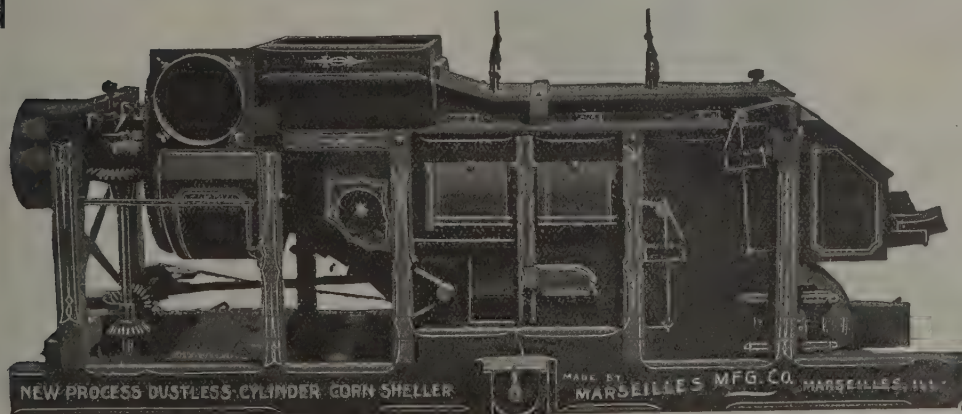
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This combined sheller and cleaner has vibrating cob and grain shoes hung on springs; also blast and suction fans and thoroughly separates the shelled corn from the cobs and other refuse. This style sheller can be furnished with or without ear corn feeder, shelled corn elevator or cob carrier; either one or all can be attached and driven from the machine. Made in four sizes with capacities ranging from 250 to 1200 bus. per hour. Send for our catalog. It fully illustrates and describes our line of shellers and cleaners as well as all the machinery and supplies needed in the building and equipment of an up-to-date elevator.

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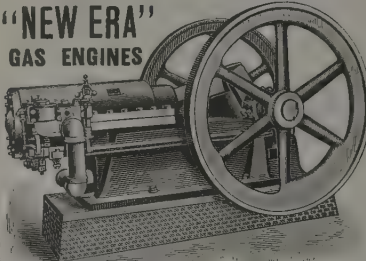
Shells  
Well  
AND  
Cleans  
Clean

Takes all the corn off  
the cob. Does not  
crack or grind  
the grain.




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**"NEW ERA"  
GAS ENGINES**



For Gas or Gasoline. Sizes 6 to 100 H. P.  
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**BRUNNER ELEVATOR ENGINE**  
 FOR GRAIN ELEVATORS  
 From 1 to 30 H. P.  
 Write for descriptive circular.  
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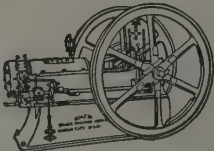


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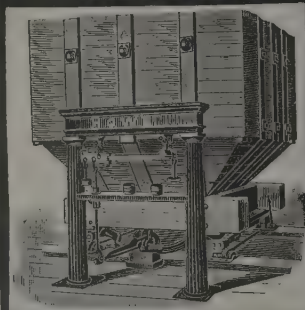
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 Columbus Machine Co.  
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**BAUER GASOLINE ENGINES**

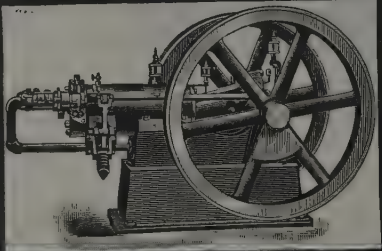


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 THE WORLD'S BEST



Power and Weight



ESTIMATES FURNISHED PROMPTLY  
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 ST. LOUIS MINNEAPOLIS KANSAS CITY CLEVELAND

**THIS ENGINE**



will furnish you with an absolutely reliable power. It is economical of fuel; compact, closely governed, simple and strong in construction, has few parts and is not likely to get out of order. An ideal engine for the elevator. We want to tell you more about it.  
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HIGH GRADE  
 AUTOMATIC  
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ACCURATE  
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 Don't you see it's a  
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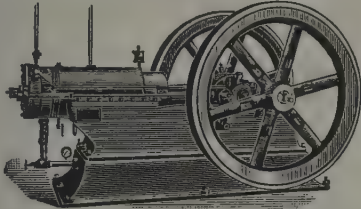


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 The greatest rig for sawing wood, poles, ripping boards, etc. ever built. Weather don't affect it. Famous Davis Simple Gasoline Engine. Going full speed in 2 minutes. Detach saw and engine is suited to any purpose. Hundreds in use. Write and let us tell you what they say.  
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SIMPLE, ECONOMICAL, RELIABLE



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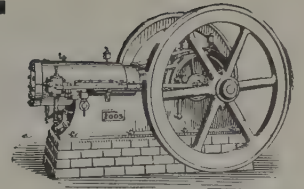
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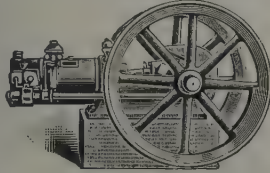
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No engine could be uniformly successful without deserving it.

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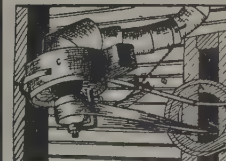
Sidney, Ill., Oct. 27, 1904.  
Maroa Mfg. Co., Maroa, Ill.

Gentlemen:—I enclose you check on Winston Bank as per statement. I desire to say that your loader does the work beyond our expectation on oats and corn.

Yours truly,  
Farmers Elevator Co.,  
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As you are reading this, we presume you have read other letters we are publishing in this space and you have noticed how well pleased our customers are. This is because we are conservative in our statements as to that the machine will do. We have sold 275 in Illinois alone, and as many as five in one town, which would not have been possible had they not been satisfactory. Let us send you one on trial.

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I put a Nelson Car Loader in my Elevator and am more than pleased with it, and feel that I could not get along without it. We start the loader and go about our business and let the car load itself. It saves a man's time and makes car loading a pleasure. The grain passing through the machine is improved. It takes but little power to run it. I can unhesitatingly recommend the loader to grain dealers. Will answer any questions desired. S. J. CLAUSEN, Clear Lake, Ia.

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THE IDEAL CAR LOADER is guaranteed to give satisfaction. If it fails to do all we claim, it costs you nothing.

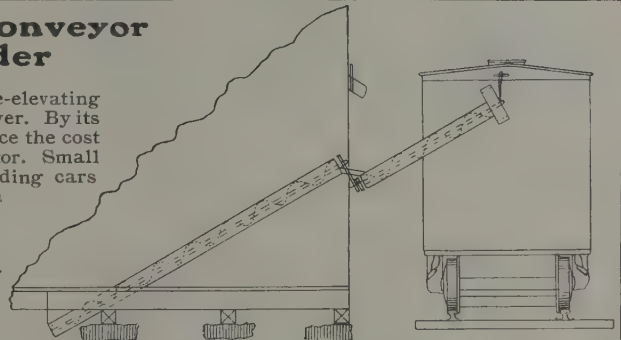
Write for catalog, giving full description and price.

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## Screw Conveyor Car Loader

does away with re-elevating grain. Saves power. By its use you can reduce the cost of your new elevator. Small elevators for loading cars from wagons a specialty.

Write today for circulars and prices.



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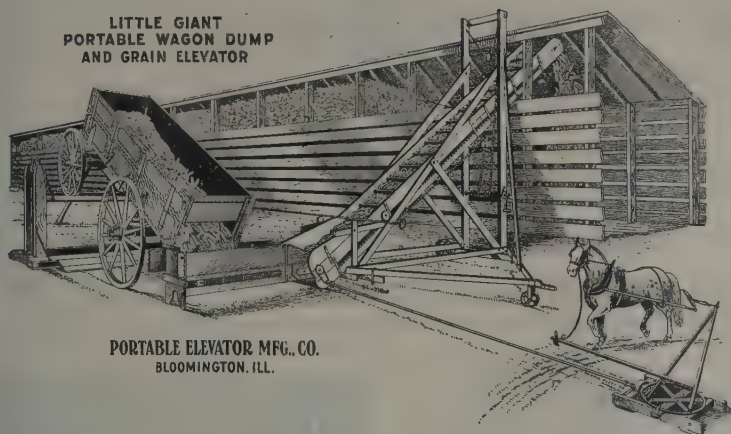






# Little Giant Wagon Dump and Grain Elevator

LITTLE GIANT  
PORTABLE WAGON DUMP  
AND GRAIN ELEVATOR



PORTABLE ELEVATOR MFG. CO.  
BLOOMINGTON, ILL.

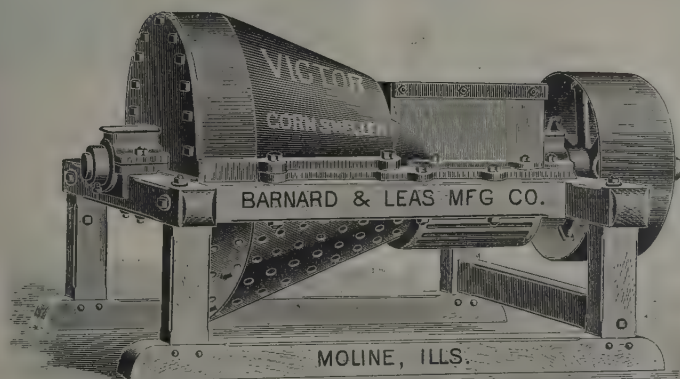
Especially adapted for grain dealers to use when cribbing corn. No shoveling. This outfit will unload a wagon and elevate to any height 50 bushels of ear corn or oats in 3 to 5 minutes, set at an angle of 45 degrees, or 50 bushels of shelled corn, wheat, etc., in same length of time, set at an angle of 30 degrees. By use of a shifting conveyor, corn can be put in a double crib.

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The Standard Sheller of the country.



More of them in use than any other make.

Has no equal for durability, efficiency and capacity.

Just the machine to handle your large crop.

## THE CORNWALL CORN-CLEANER.

The machine best suited to clean your corn after it is shelled.

Its patent finger sieve will not clog, and will remove the small

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We also make other Cleaners and a full line of Shellers, while we furnish everything in the elevator line.

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A new scale book that saves time and prevents errors. It is 12x12 inches, contains 225 pages and has room to record 7425 load.  
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Any Style and Capacity  
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Very truly yours,

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C. M. Seckner, Manager.

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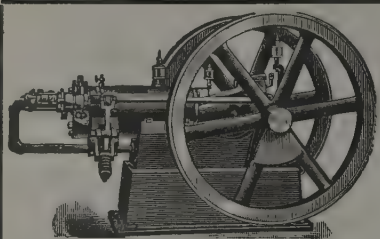
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buy your goods of us  
**We Both Lose Money**

Complete line of  
**ELEVATOR MACHINERY AND  
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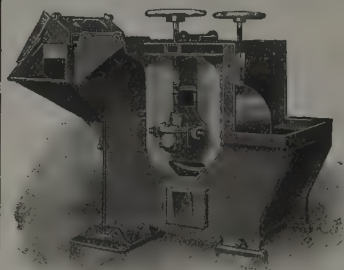
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Dollars and Cents

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16-inch pulley—16-inch face.  
**NON-CHOKING.**

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Double your present elevating capacity? You can do it without increasing the size of your elevator, or changing the size of your cups, and without a cent of expense, outside of that incurred by installing a

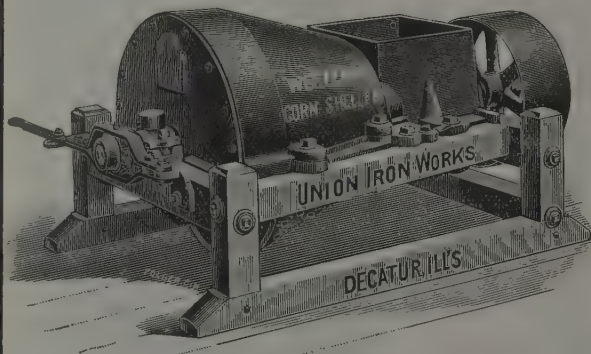
**HALL NON-CHOKABLE BOOT**

A device that fills your cups heaping full—that makes a choke in the boot impossible—that requires no attendant at the lever of the feed gate—that makes grain elevating what it ought to be—safe, pleasant and profitable. Our booklet for the asking.

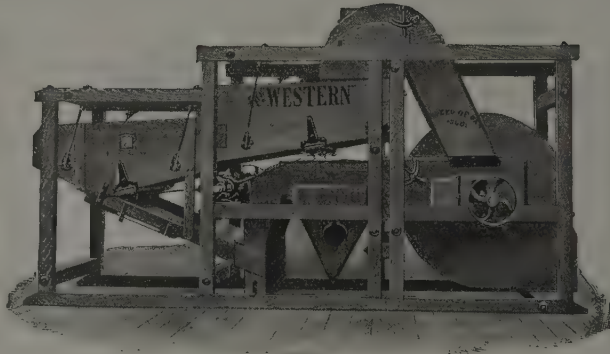
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That will load cars  
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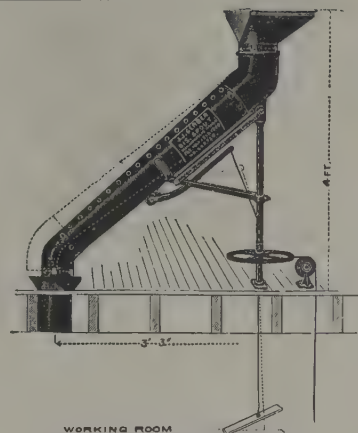
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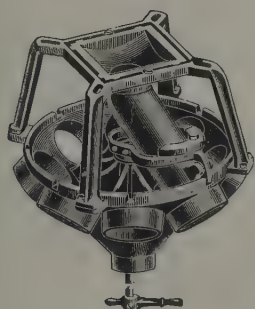


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6-inch, 8 ducts.

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The money-producing, labor-saving fea-  
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**THE HALL SIGNALING DISTRIBUTOR,**

are distinctively its own, and cannot be had  
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Our Signaling Device positively prevents  
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can ship promptly. Get our  
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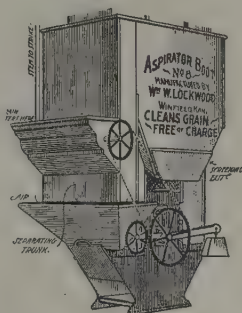
without additional expense, as it comes from  
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will do it, free of charge. It keeps the dust out of  
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Special Corn Handling Machinery and all other supplies.



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neapolis Journal.



**ELEVATORS FOR SALE.**

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

FOR SALE, 10,000-bu. elevator and coal business. Address Carter & Lewis, Pekin, Ia.

TWO MODERN ELEVATORS in Iowa for sale cheap if sold at once. Address Lock Box 19, Lehigh, Ia.

ELEVATOR for sale in Western Iowa, large territory; snap for cash buyers. Address, Taylor & Emmons, Stuart, Ia.

BEST LOCATED ELEVATOR in Oklahoma for sale; ½ cash. Address Ris, Box 6, Grain Dealers Journal, Chicago, Ill.

35 ELEVATORS FOR SALE in Indiana, Illinois, Iowa and other western states. Send for list. Aaron Smick, Decatur, Ill.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

SMALL ELEVATOR in good farming country. Crop good. Splendid feed, coal and tile trade. Address, Lock Box 114, Westport, Ind.

IF YOU fail to find the elevator you want in this column, advertise your want to the grain trade by using space in our "Elevators Wanted" column.

MUST BE SOLD: A 10,000-bushel elevator, doing a good business. Price, \$5,000; cheap. Address Kansas, Box 136, Grain Dealers Journal, Chicago, Ill.

A 10,000-bu. elevator for sale. In good repair; good business; good country; no competition. Terms to suit buyer. Cheap. Write C. W. Montgomery, Onward, Ind.

UP-TO-DATE 60,000-bu. elevator in eastern Illinois for sale. Big corn crop ready to move; big territory; good town. Address, Dan, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE, 15,000 bus. capacity. Dump scales, gasoline engine. In good So. Dakota town; doing good business. Address Jos. Box 8, Grain Dealers Journal, Chicago, Ill.

IOWA modern elevator, well located and doing a nice business, for sale. Capacity, 55,000 bu.; \$7,000; terms reasonable. Address Iowa Elevator, Box 168, Grain Dealers Journal, Chicago, Ill.

GRAIN BUSINESS for sale. Large warehouse, 30x120, located on M. C. R. R. One of the best locations for corn, oats, clover seed, etc. A money-maker. Address T. Trowbridge, Decatur, Mich.

ELEVATOR in Northern Indiana, handling 200,000 to 250,000 bu. yearly, for sale cheap. Good opening for lumber yard. Price, \$8,000. Address, A. X., Box 9, Grain Dealers Journal, Chicago, Ill.

ONE-HALF INTEREST in good grain and coal business for sale. Elevator capacity, 30,000; in one of the best points in southwest Iowa. Address, Luke, Box 9, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

ELEVATOR for sale. Located on I. C. R. R., in northwestern Iowa; bumper crop, oats, barley and corn. Good coal business in connection. Address Bumper, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO WELL located Kansas Elevators, arranged for shelling, cleaning, sacking, mixing, etc., in transit. Will consider some cash, balance long time. Address Eagle, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity, 125,000 bushels. Well located for city trade, eastern shipping, transferring, or manufacturing corn meal, ground feed, etc. Requa Bros., Board of Trade, Chicago, Ill.

FOR SALE or exchange for a farm: a new 20,000-bu. elevator on Panhandle R. R. In eastern Indiana; fine farming country; no stock fed to speak of. Address J. W. Owens, Saratoga, Ind.

ELEVATOR AND RESIDENCE, well located in northeastern Iowa. Good point for buying stock, as well as grain. Only elevator in town. Price low. Address, I. & D., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in southwestern Ohio. 8,000 bushels capacity, two cleaners, sheller, hopper scales, feed mill, gasoline engine, feed, coal, paints, farming implements, buggies, etc. Address, R, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business in central Iowa for sale. On C. & N. W. Ry. Good coal sheds; corn cribs; gasoline power in elevator; good business; good town of 3,000 inhabitants. Address, D. E. F., Box 9, Grain Dealers Journal, Chicago, Ill.

TWO MODERN ELEVATORS, in good repair, for sale. One in Northern Iowa; one in Southern Minnesota. Flour house and coal sheds in connection with each. Good towns. Price reasonable. Address Hip, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in fine Illinois town. Capacity, 75,000 bu. Five churches, good school, two banks, one competitor. New 12-h. p. gas engine; 6 to 800,000 bu. station, handles one-half. Price, \$12,000, part time. Address Har, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

BEAN ELEVATOR and coal business for sale, in southern Michigan, on L. S. Ry. New, modern and up-to-date. No competition. Fine opening for lumber and general produce which are not handled here. Net profits for three years paid for business. Reason for selling, health of family. Price, \$5,100. Address Bean, Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

GRAIN AND COAL, in a grain town in Central Illinois; junction point, modern elevator, nice office; water works, electric lights, bank, churches and good schools; \$8,500, part cash, balance good notes. Address Owner, Box 52, Grain Dealers Journal, Chicago, Ill.

ELEVATORS for sale by C. A. Burks, Decatur, Ill.; 52 Elevators in Illinois, 16 in Indiana, 9 in Ohio, 11 in Iowa, and others in Nebraska, Missouri, Kansas, Minnesota, Wisconsin, Michigan and Oklahoma. Write for descriptions. C. A. Burks, Elevator Broker, Decatur, Ill.

GRAIN, LUMBER and milling business for sale. Central Iowa; elevator capacity, 40,000 bu.; crib capacity, 25,000 bu. Big corn crop; good town, 400; good school, church, and banking facilities. For full description, price and terms, address Berts, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND HAY shed combined for sale. Gasoline power. Also coal business in connection. All in good repair; doing good business; in excellent grain and hay territory in northwest Ohio; good town. Price, \$2,000, if sold soon. Address, H. C., Box 9, Grain Dealers Journal, Chicago, Ill.

LARGE ELEVATOR in best corn and oats belt in western Indiana for sale. Handle annually 400,000 bu. New and modern; capacity, 100,000 small grain; 50,000 bu. ear corn cribs. Competition the best. Reason for selling, have other business. Address, A. M. L., Box 9, Grain Dealers Journal, Chicago, Ill.

WOOD ELEVATOR, well equipped with modern machinery, for sale at a sacrifice. Gasoline power; brick bean house, 48 pickers; hay warehouse, capacity 200 tons; coal yard, bin capacity 1,200 tons and ample ground for wood yard. An illustrated description of the plant is published in the reading matter columns of the Grain Dealers Journal, page 513. Have been in harness 35 years. Wish to retire. Address Burdick Potter, Fenton, Mich.

NEW ELEVATOR for sale, modern, first-class; in finest grain country in northern Indiana; averages 125 to 150 cars and 15 to 20 cars coal. Good flour and feed trade; hay and wool; no competition. Good corn crop coming on. Excellent opening for lumber yard, room on elevator ground. New plant, new territory; will pay for itself in two years. Best of reasons for selling, and big sacrifice in price if sold quick. Address Modern, Box 8, Grain Dealers Journal, Chicago, Ill.

IOWA ELEVATORS for sale—To close up a partnership, we offer two cribbed elevators for sale in northwestern Iowa; doing a good business and with a fine coal, flour and feed trade in connection. One elevator has over 30,000 bus. capacity, is nearly new and well equipped with 12 horse power gasoline engine, hopper scales and necessary machinery. Other has 20,000 bus. capacity and is equipped with 10 horse power gasoline engine, feed grinder and machinery. Address Grainmen, Box 10, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

NEW, UP-TO-DATE elevator, 35,000 bus. capacity, for sale. Complete with meal buhr and feed grinder. 25 h. p. gas engine. Flour Exchange doing \$6,000 business per year. Hay barn, 500 tons capacity. Handle yearly 100,000 bus. grain, 1,500 tons hay. Splendid location for lumber yard. No opposition. Address C. E. Lamotte, Saint Marie, Ill.

INDIANA ELEVATOR for sale. Almost new. 15,000 bu. capacity. No competition. In an average year this elevator will handle 200,000 bu. corn, wheat and oats, 1,200 tons coal and 25 cars tile. Also 1,000 to 2,000 bu. seed. Good flour trade. Splendid location for implements, lumber or live stock. This is a gilt edge property and will bear the closest investigation. Price, \$7,500. Address A. B. C. Box 8, Grain Dealers Journal, Chicago, Ill.

A 35,000-BUSHEL shelled grain elevator for sale. With 12,000 bushels crib capacity, one shelled grain dump, and one ear corn dump. A good house, recently built. Hopper scales, gasoline engine, coal bins; telephone in office; in fact, an up-to-date, well equipped business in a town of 5,000 or more in Indiana. Coal and implements therewith. Price, \$12,000; two-thirds cash, balance time. Address Snap, Box 211, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

## MISCELLANEOUS.

HAGERTY BROTHERS, Peoria, Ill. Elevator Supplies and Builders, Spouts, Buckets, Belting.

LIST YOUR ELEVATOR for sale or trade. Have cash buyers. Address Aaron Smick, Decatur, Ill.

WANTED a clean copy in good condition of Vol. XII, No. 6, Grain Dealers Journal. Address H. R. P., Room 502, Traders Bldg., Chicago.

BARGAIN IN BAGS: 10,000 large heavy burlap bags, size 27x54; 10,000 8-oz. burlap bags, size 20x36; 20,000 light cotton bags, size 20x36. Cheap. Wm. Ross & Co., 57 So. Water St., Chicago, Ill.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

Are you looking for a location for an elevator? Address B. Thomas, President The Belt Ry. Co. of Chicago, Room 13 Dearborn Station, Chicago

## ELEVATORS WANTED.

WANT TO BUY an elevator. Address Box 154, Lesterville, S. D.

WANTED, one or a small line of elevators in Iowa. Address Julius Kunz, Wesley, Iowa.

MODERN ELEVATOR doing good business wanted. Will pay cash. Address Peter B. Hipp, Carrothers, Ohio.

ELEVATORS WANTED, that are handling a good business. Address J. W., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED handling not less 200,000 bushels annually; northern Illinois preferred. Address L. J. Jeter, Yorkville, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

## MILLS FOR SALE.

GOOD FEED MILL for sale or rent in Ohio. Good location and snap for right party. Address Trump, Box 10, Grain Dealers Journal, Chicago, Ill.

OAT MEAL MILL, centrally located, and well built, producing 150 barrels per day. The business is making good money; price reasonable, part time, balance good collateral. A good business proposition. Write to-day. Address Oat Meal, Box 218, Grain Dealers Journal, Chicago, Ill.

FLOUR MILL AND ELEVATOR to exchange. Located on railroad track at Van Meter, 20 miles west of Des Moines, Iowa. Some steam power; run only two years. Modern plant throughout, 100 bbls. daily capacity. No incumbrance; cost over \$15,000. Will take that price in exchange for improved city property or farm lands. Address Chas. O. Elwood, 143 E. 4th St., St. Paul, Minn.

FLOUR MILL for sale at a bargain. For the next month I will offer for sale at a bargain my 100 bbl. flour mill with complete storage plant and everything ready to start on the new crop which is just beginning to move. This mill is situated in one of the best wheat growing districts in Manitoba, has a good local trade and a good reputation; good water; nearest mill, 25 miles west. The mill is a feeder for branch line which runs out of here for a distance of 100 miles through a well settled district. If you want a snap now is your chance. Apply to C. F. Travis, Elkhorn, Man., Canada.

## MISCELLANEOUS FOR SALE

AKRON grain and seed tester; warranted true; 3 sizes; 1 pt., \$6.00; 1 qt., \$6.75; 2 qts., \$7.50; sent on approval. Write A. S. Garman & Sons, Akron, Ohio.

### MACHINERY BARGAINS.

500-bu. Fairbanks Hopper Scale, tested and sealed, at \$75.00.

14x36 Allis Corliss Engine with or without Condenser.

Large stock of second-hand boilers from 5 to 100 h. p.

Engines, any size.

Gardner Steam Pumps.

10x14 Morris Centrifugal Pump.

Also a full line of Mill Machinery and Supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

ONE PAIR Buffalo scales for sale. Capacity, 600 lbs. Address W. J. Jenkins, Saint Paris, Ohio.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

HOOVER Automatic Scale, No. 1, for sale; in good condition; used only a few weeks. Price \$50 f. o. b. Lebanon. Address B. H. Lancaster, Lebanon, Ky.

HOWE HOPPER SCALE for sale. Capacity, 700 bu. or 42,000 lbs. Platform, 9x11 ft., with leveling attachment; timbers and hopper all complete. In good condition, for \$100. Address J. E. Bush, Joliet, Ill.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

REFITTED R. R. track, 60-ton, 64 ft. Howe scale, with single brass beam. This scale is still in the original boxes as it came from the factory and can be shipped immediately. Price, f. o. b. here, \$400.00. Maltby Cedar Co., Bay City, Mich.

WAGON SCALES (wood or steel frames), double or compound beam. Hopper, warehouse or portable scales. All Gaston's high grade U. S. standard scales. Write for prices. Every scale warranted five years. (Not in the trust.) Address J. F. Atherton & Co., 65 S. Canal St., Chicago.

## HAY WANTED.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY and tangled rye straw wanted in any amount; also ear corn, oats and rye. Address Johnson & Son, Goshen, Ind.

WE ARE in the market for good No. 1 timothy hay; also for good No. 1 prairie hay. Hamilton & Vincent, Ottawa, Ill.

HAY WANTED—We buy hay f. o. b. your track and handle on regular commission of 50c per ton. Write us. National Grain & Hay Co., Indianapolis, Ind.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY AND STRAW:—We buy all grades of timothy, clover or alfalfa hay; also rye, wheat, or oat straw. Quote us prices. Consignments handled on all markets of greater New York. Michigan & Ohio Hay Co., Hay Exchange, New York, N. Y.



**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE, 8 h. p., for sale at \$100. J. Fox & Co., Covington, Ky.

GASOLINE ENGINE, 25 h. p., complete at \$300. Dr. Schmidt, Covington, Ky.

GASOLINE ENGINE, 1 h. p., for sale. As good as new. Address W. J. Jenkins, Saint Paris, Ohio.

GASOLINE ENGINE, 25 h. p., slightly used, for sale cheap. Address A. C. S. Co., 2 Webster Ave., Chicago, Ill.

SLIDE VALVE ENGINE, 10x20, for sale at a bargain. Perfect condition. Address Auburn Stave Co., Auburn, Ky.

GASOLINE ENGINES, 12 and 15 h. p., for sale. Smaller sizes in stock. R. A. Dewberry, 46 N. Morgan St., Chicago.

LEWIS GASOLINE engine, 6 h. p., for sale; good condition; used 4 years; price \$150 here. Varney Mfg. Co., Leavenworth, Kan.

GASOLINE ENGINES, stationary, portable and pumping; 1 to 40 h. p. Witte Gas & Gasoline Engine Co., 47 S. Canal St., Chicago.

ST. LOUIS CORLISS ENGINE, 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

8 H. P. OTTO GAS Engine for sale. In fine condition. Complete, \$100.00.

F. E. PFANNMUELLER & CO., 733 ROOKERY BLDG., CHICAGO.

GASOLINE ENGINES, 2 h. p. and up. Vertical and horizontal, stationary or portable. All engines warranted. J. F. Atherton & Co., 65 S. Canal St., Chicago.

NEARLY NEW 6 h. p. Columbia gas engine, \$200 if taken at once. Good as new; cost \$350; battery, piping, pulleys, belting, included. Republican Times, Ottawa, Ill.

STEAM ENGINE, 12x24, for sale; fitted with new drop cut off valves; economical under load of 60 to 80 h. p. Address Walter S. McKinney, 204 Dearborn St., Chicago, Ill.

FOR SALE—One 8-h.p. Pierce; 1 5-h.p. Webster; 1 25-h.p. Charter; 1 7-h.p. Charter; 2 6-h.p. Fairbanks Upright and one 12-h.p. Otto. C. D. Holbrook & Co., Minneapolis, Minn.

SECOND-HAND GASOLINE engines; 6 h. p. Lewis; 8 h. p. Otto; 12 h. p. Webster; 25 h. p. New Era; 50 h. p. Otto; 11 h. p. Foos. Write Colborne Mfg. Co., 35 Indiana St., Chicago.

ONE 15 to 17 h. p. Pierce gasoline or gas engine with compressed air starter, for sale at a bargain. In first-class condition; used but about six months. Address Harl Grain Weigher Co., Peoria, Ill.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

**ENGINES FOR SALE.**

ONE 60 h. p. and one 50 h. p. Columbus gasoline engine for sale, account removal. Used one year; in good condition. Address Kurz & Cook Lumber Co., Hawthorne & North Ave., Chicago, Ill.

GAS AND GASOLINE engines, 4 h. p., \$110.00. Equipped with Peerless Muffler, makes no noise. Write for discounts. Caldwell Vapor Cooled Engine Co., not Inc., R. 308-21, Quincy St., Chicago, Ill.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 15-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

FOR SALE:—Marine gasoline engines, 3 to 45 h. p. Electric lighting engines, direct connected or belted, 3 to 20 h. p. Address Sarvent Marine Engine Works, 24-26 W. Randolph St., Chicago, Ill.

ONE 50 h. p. Miller gas engine, double cylinder, all overhauled and in first-class condition, for sale. Also one 20 h. p. upright gas engine, all overhauled and in first-class condition. Address The Philip Smith Co., Sidney, Ohio.

GAS AND GASOLINE ENGINES; refitted Fairbanks-Morse; sizes 54, 34, 20, 15, and 6 h. p. Also 18 h. p. Watkins and 20 h. p. Webster. Good condition; lowest prices. Address M. E. White, P. O. Box 328, Indianapolis, Ind.

ONE FAIRBANKS-MORSE 10 h. p. gasoline engine, used only one month, for sale. Clutch pulley for direct connection; also standard iron pulley. Complete with tanks, electric igniter and hot tube. Also one same make 6 h. p., used two years. Bargains. Write for price. Both horizontal. J. F. Atherton & Co., 65 So. Canal St., Chicago, Ill.

**IN FINE ORDER.**

Charter 12 h. p. gasoline engine, complete, \$200; Wolf, 9x24, three-pair-high feed mill, \$225; Cogswell 24-in. Attrition mill, \$125; Ingraham 9x24 three-high feed mill, \$125. Can save you money on anything in the Flour, Feed Mill, and Elevator line. Fred C. Culver, 219 W. 24th St., Minneapolis, Minn.

**ENGINES AND BOILERS.**

FOR SALE: 1 boiler, 16x66; dome 32x36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

ONE 25 h. p. Brownell tubular boiler, 2½ in. flue, with front and grates, for sale. Only been used short time. Address Chamberlain Bros., North Lewisburg, Ohio.

ONE STEEL HORIZONTAL BOILER, 25 h. p., for sale. Also one 12 h. p. Nagle engine. Less than one-half original cost. The B-B Mfg. Co., 50 Masonic Temple, Davenport, Ia.

FOR SALE: One forty horse power, slide valve engine, cylinder 10x22, 16-in. stroke, side crank, made by Jackson Foundry & Machine Company. One boiler, sixty horse power, 16 feet long, 52 inches in diameter, full front, 5-16-inch sheet steel. Both in good condition. Address Central Granaries Co., Lincoln, Nebr.

**MACHINES FOR SALE.**

FOR SALE—One Appleton mill and crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

ONE SIX-HOLE Sandwich down sheller, in good order, for sale. Address Geo. D. Laing, Dixon, Ill.

ONE NO. 4 EUREKA oat clipper for sale. Practically good as new. Address W. J. Jenkins, Saint Paris, Ohio.

ONE NORDYKE & MARMON double roll feed mill for making cornmeal for sale. The Philip Smith Co., Sidney, O.

FOR SALE CHEAP: A No. 1 New Process Marseilles sheller; also cleaner. Both as good as new. Wm. Loveless, Taylorville, Ill.

ONE VICTOR NO. 1 corn sheller and Barnard & Leas dustless cleaner, for sale. All in first-class shape. D. Rothschild Grain Co., Davenport, Ia.

PORTABLE WAGON DUMP for sale. White Mfg. Co. make; good repair. Will sell cheap. Address Zorn Grain Co., Bloomington, Ill.

FOR SALE—1. No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

FOR SALE: Two No. 8 Barnard & Leas clippers; capacity, 1,200 bushels; in good condition. Address Mueller & Young Grain Co., Chicago, Ill.

PORTABLE DUMP, suitable for corn or oats, for sale cheap. Also, Marseilles combination sheller and cleaner, and small two-hole portable sheller. Address Woodbury & Files, Muncie, Ind.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

ONE NO. 2 Barnards double screen corn cleaner for sale. Thoroughly refitted; good as new. Price, \$80 f. o. b. Moline, Ill. Address W. H. Caldwell, 306 Western Union Bldg., Chicago, Ill.

FOR SALE: 1 No. 3 Cranson scourer, 50 bu. cap., \$50; 1 Receiving separator, 200-300 bu. cap., \$60; 1 Vertical 24-in. French burr, \$50; 1 Sullivan ear and shelled corn grinder, good as new, with new cone and shell, 60 bu. cap., \$50. All are in good condition, f. o. b. here. Address E. Brunner, Hope, Kans.

**SPECIAL BARGAINS.**

One Foos corn and cob crusher, upright, with horizontal drive; capacity 75 to 100 bu. per hour; good as new, was used only a few days. Three Cogswell attrition mills, 24-in. diameter, with new plates. Practically as good as a new mill. Prices way down, want to sell. Write for circular No. 21, now ready. Address A. S. Garman & Sons, Akron, Ohio.

**SCALES FOR SALE.**

FAIRBANKS STANDARD SCALES at 70-80 per cent discount. New. Don't pay any more; don't buy second-hand scales when you can get the genuine Fairbanks Standard, new, for less money. Address P. O. Box 194, Chicago, Ill.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

## GRAIN FOR SALE.

WHEAT, OATS, CORN and ground feed for sale. J. A. Sauer, LeMars, Ia.

RYE FOR SALE. We have fine two rye. The Goshen Milling Co., Goshen, Ind.

CORN, MILO MAIZE and Kaffir corn for sale. R. J. Bishop & Son, Gage, Okla.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

GRAIN, seeds, hay, corn and oats chop a specialty. We ship split cars of corn, oats, chop and flour. Address Mead Grain Co., Union City, Ind.

## GRAIN WANTED.

CORN WANTED. J. E. Bartlett Co., Jackson, Mich.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

PRICES WANTED—Wanted quotations on grain and hay. Geo. T. King, Grain & Hay Broker, Richmond, Va.

WANTED to buy wheat, corn, oats and hay, Harsh Bros. & Co., Merchants Warehouse, Nashville, Tenn.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

WANTED, your consignments of flour, grain and hay. Personal attention and prompt service. Address, Bennett, Hawkins & Co., Nashville, Tenn.

EAR AND SHELLED CORN wanted. Quote lowest delivered price. Must be good sound merchantable corn. Address Chowning Grain Co., Lathrop, Mo.

SHIPPERS of winter wheat will do well to communicate with us. We take C. & O. or Kanawha & Michigan delivery. Turley & Steele, Brokers, Charleston, W. Va.

NEW YELLOW EAR CORN wanted. Also all grades new and old shelled corn, oats, and etc. I am a steady buyer car lots for direct shipment from interior points. Address J. C. Mitchell, 255 La Salle St., Chicago, Ill.

GRAIN WANTED—We handle everything in the grain line. Have outlet for off-grades. Send us your consignments and we will guarantee you satisfaction. Address National Grain & Hay Co., Indianapolis, Ind.

## BRAN WANTED.

WANTED—Corn bran, also crushed ear corn (cob meal) any quantity, shipment sight draft, submit offers. Lewis, Leonhardt & Co., Knoxville, Tenn.

## HELP WANTED.

EXPERIENCED MANAGER wanted for a first-class feed store at Norwood, O. Good salary for hustler who knows the business. Address Shippers Alliance, Box 10, Grain Dealers Journal, Chicago.

## SEEDS FOR SALE.

IOWA TIMOTHY SEED for sale, graded. Address The Ottumwa Seed Co., Ottumwa, Ia.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

CLOVER SEED, timothy seed, alsike, oats, corn and hay for sale. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

DWARF ESSEX RAPE in car lots for sale. Can make very favorable prices delivered your station for through shipment from Europe. When in market ask for prices from the direct importers. Henry Nungesser & Co., Seed Merchants, New York, N. Y.

## SEEDS WANTED.

ALL KINDS of field seed bought and sold. Consign your seed to me. B. F. Adams, Peoria, Ill.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER AND TIMOTHY SEED wanted in car lots for export. Send samples to Henry Nungesser & Co., Seed Merchants, New York, N. Y.

WILL BE IN MARKET for car clover, buckwheat and pop corn. Wholesale dealers, garden and field seeds. Address The Ottumwa Seed Co., Ottumwa, Ia.

## MISCELLANEOUS.

NO USE FOR HOT BOXES. Grain elevator men, give us your names and postoffice addresses and we will send you samples of our lubricating oils and greases by mail, prepaid, with prices showing you a saving of from \$3 to \$7 per barrel on the highest fire test oils made. Address Independent Oil Co., Mansfield, O. Mention this paper.

## SITUATIONS WANTED.

POSITION as traveling solicitor with grain receiving house. Experienced. E. J. Foord, 695 Osgood St., Chicago, Ill.

POSITION WANTED as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15, Breda, Iowa.

POSITION WANTED as solicitor for grain firm or buyer on track for cash grain house. Best of reference. Address Solicitor Box 9, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP for all kinds of work about an elevator or grain office can be obtained quickly by advertising your want in the "Help Wanted" column of the Grain Dealers Journal.

POSITION WANTED as manager in grain elevator. Fifteen years experience as hay, grain and live stock buyer. Can furnish best reference. Address E. J. Spencer, Vandalia, Ill.

SITUATION WANTED by young man having general elevator and office experience; best of references as to ability and character. Address Has, Box 4, Grain Dealers Journal, Chicago.

SITUATION WANTED by young man as manager country end of grain receiving business. Income now \$1,600, but opportunity for further advancement limited. Address Competent, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED, by a good, reliable grain and hay man, as solicitor in Ohio for some good grain and hay firm for eastern or western markets on commission or salary. Party at present in grain and hay business for himself, but desires a position on road. Address Box 94, Ohio City, Ohio.

## PARTNERS WANTED.

INCORPORATED GRAIN AND mercantile company in North Dakota, doing large business and paying over 50 per cent dividends, offer a certain amount of its capital stock at par to a thoroughly up-to-date merchant who can devote all his time to the business. German community. Full particulars given to proper parties. Address Par, Box 7, Grain Dealers Journal, Chicago, Ill.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

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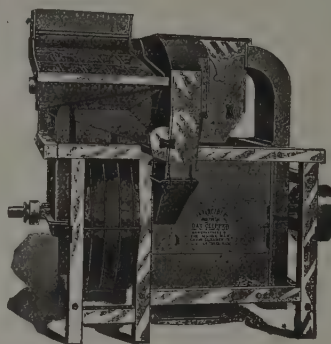
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This is the way it  
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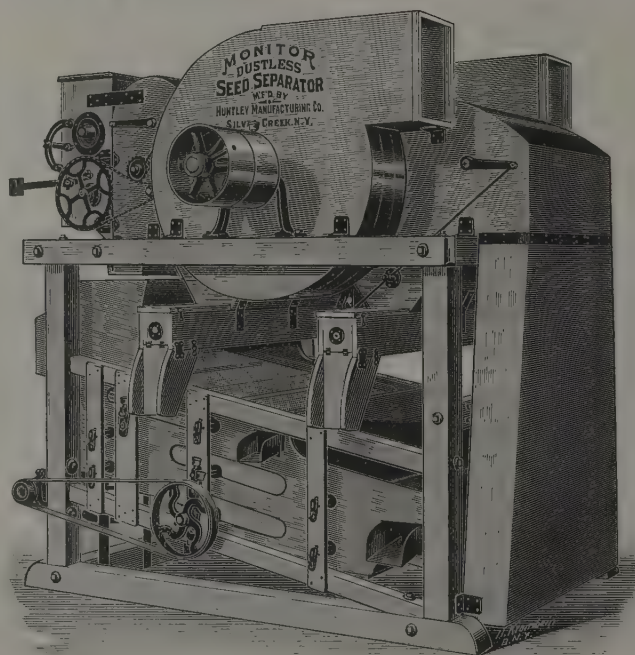
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### The "MONITOR" DUSTLESS SEED SEPARATOR . . .

Now is the time to get  
busy in the seed line.  
There is big money in the  
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## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

BY THE

**GRAIN DEALERS COMPANY**

255 La Salle Street,  
Chicago, Ill.

**CHARLES S. CLARK, Manager.**

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The character and number of advertise-  
ments in its columns tell of its worth.

### Letters

on subjects of interest to those engaged in  
the grain trade, and trade news items are  
always welcome.

Entered at Chicago, Ill., Post Office as  
Second Class Matter.

CHICAGO, ILL., NOVEMBER 25, 1904.

LENDING bags always produces more trouble than profit.

REFUSE to sign the new "uniform bill of lading" or to pay the 20 per cent advance in freight rates.

CINCINNATI has detected another cause of shortages in weights in that market. Teamsters have been delivering parts of their loads at a saloon, but only by mistake.

BUYING a grower's grain by sample is very much like buying a dwelling by looking at a brick of the kind said to be used in its construction. Examination of the purchase often proves surprising and disappointing.

DULUTH has shown its admiration for crop expert Jones by establishing a new grade of wheat known as "Jones Wheat." However, it is of a very poor quality, and Mr. Jones may object to the use of his name in branding it.

ONCE again the Illinois Legislature will be called upon to decide whether the merit system shall build up and improve the service of the state departments and public institutions or whether a continuation of the spoils system shall produce a still lower degree of rottenness and inefficiency. The grain trade of the country is especially interested in the adoption of the merit system for the State Grain Inspection Department.

HIGH prices and favorable weather for fall plowing are sure to result in a greatly increased acreage of spring and winter wheat. Late reports from Manitoba are to the effect that the annual freeze-up has been delayed so long that much new ground has been plowed for spring seeding.

DEALERS who have no fears of their business being handicapped by the "Not Negotiable" feature of the new Uniform Bill of Lading shud read the decision of the Court of Appeals of Maryland, cited in our Baltimore letter this number. There seems to be nothing left for the shippers to do but to refuse absolutely to accept "Not Negotiable" bills.

THE metric system continues to make gains in Great Britain and each Congress is called upon to consider new bills providing for the adoption and use of the system in this country, but still the bushel of many weights and the varying standards of Great Britain are used. Public prejudice and custom seem to be stronger than common sense even when backed up by law.

SO MANY mills were preparing to grind Canadian wheat in bond that the speculators have seen fit to drop the price a little, but while importations may continue in bond, for milling purposes, it begins to look as tho little other wheat will be imported, excepting such as may be needed for mixing purposes to bring medium quality of grain up to grade.

WAGON SCALES which cannot be examined and tested at least once a month shud never be permitted to go longer than six months without careful examination and testing. By all means they shud be put in perfect working order at the beginning of the winter and after the frost is out of the ground in the spring. The older the scale the more frequently do they need inspection.

THE American Shippers Assn., has at last applied to the Interstate Commerce Commission for the protection of the shipping public from the obnoxious exactions imposed by the rail carriers under the provisions of the Uniform Bill of Lading. The provisions to which the different shippers are objecting so vigorously and rightly are outlined in "Asked and Answered" column this number.

THE Government will soon begin its annual distribution of packages supposed to contain new and choice varieties of seeds, in fact 50,000,000 packages are to be distributed this season, or nearly four times as much as four years ago. If your package of gladiolas prove to be pumpkins, don't kick to your Congressman, for he had the best intention in the world when he voted for the largest appropriation ever made for this senseless graft.

REPORTS from some sections of the corn belt indicate that much of this year's crop will not be in prime shipping condition until after the first of January. In fact some of our correspondents have advised us of ear corn having to be removed from cribs in order to prevent further deterioration. Corn in the Southwest is quite different and much of it grades well.

LOSSES due to falling elevators and grain or seed warehouses like that of the Ontario at Buffalo and the Leonard Seed Warehouse at Chicago, always result in much expensive litigation for both the insurance companies and the policy holders. It is not always possible to foresee every stress to which the grain storehouses will be subjected, but if the work is placed in the hands of a competent builder little trouble from this cause is likely to be experienced.

THE FACT that but a small per cent of the grading of track inspectors in terminal markets is changed either by the supervising inspector or the appeals committee does not prove their work to be perfect by a long ways. To sustain the objections wud insure a quick increase in the number of appeals. Uniformly correct grading cannot be attained until the work is reduced to a mechanical science. Chief inspectors have frequently pointed out that human judgment is too variable to be depended upon for classifying grain.

ON PAGE 555 this number will be found an excellent cartoon which was inspired by the recent visit of three governors to Washington to suggest to the President the advisability of recommending in his Annual Message to Congress the restoring to the Interstate Commerce Commission the power it had to adjust rates under the Interstate Commerce Law during the first few years it was in force. If that power can but be restored to the Commission many of the inequalities of the present railroad conditions will be adjusted to the advantage of the shipping public.

THE differential dispute between the trunk lines, which are striving to make way stations of every port except New York, and the merchants of Philadelphia and Baltimore is again before the Interstate Commerce Commission, and hearings are being held in Philadelphia. The arrogance with which the different trunk lines are ignoring the rights of shippers and sections would seem to indicate that unless the Interstate Commerce Commission is soon strengthened, as provided by the Quarles-Cooper Bill, a synopsis of which is published in Asked and Answered column this number, the said carriers will confiscate the country and throw objecting citizens into the pond beyond.



INTERESTING items bearing on the legality of the penalty clause used by co-operative elevator companies will be found in our Kansas and Nebraska news columns this number. In each case the co-operative company has brot suit against the railroad company and the railroad company has reciprocated by declaring the co-operative company to be an unlawful trust, inasmuch as the members of their association are restrained from doing business with any but the organization.

SHIPPERS who delight to have their business handicapped and interfered with by unreasonable and obnoxious orders of traffic managers, will be pleased to read, in our Milwaukee letter this number, the provisions of the new order recently issued by the Northwestern to the effect that cars given to shippers must invariably be loaded to the minimum capacity, regardless of the capacity of the car the shipper applied for. It used to be that the toleration of one abuse would invite another. Now, whenever carriers succeed in levying new impositions upon the shipping public, they accept it as an invitation and encouragement to levy fifty others, and the shipping public seems to enjoy it.

LOUISVILLE grain dealers, having lost patience with the dilly dallying tactics of the railroads, finally insisted on knowing exactly what the railroads proposed to do, in regard to the objectionable sections of the new Uniform Bill of Lading. After dodging different pointed questions, the shippers were finally given a confirmation of their views of the provisions, with the result that they notified the carriers that they would absolutely refuse to accept the bill in its present form. Unless many shippers in other sections of the country take a similar stand against the objectionable features of the proposed bill, they will soon find themselves paying 20 per cent more freight than at present and have a bill which will not be negotiable. The practices and the intentions of the carriers in regard to the new bill seem to vary as much as their promises, and it behooves shippers of all sections to refuse to accept the new bill.

BUYING grain at country stations according to grade and discriminating sharply against inferior quality not only helps to encourage the grower to bring his grain to market in better condition, but also insures a safer and more profitable business for the buyer. Corn taken out of many cribs last spring was not even shipped, because it was in such poor condition when bot that placing it in poorly ventilated cribs resulted in rapid deterioration. So little effort is made by country buyers to keep the inferior grain from the good that a low grade is always given to most of their shipments. If they will but make some effort to classify their grain and help to educate the farmers to the difference in quality many heavy losses will be prevented. Some buyers are already taking in new corn, altho protesting all the time that it is not in condition to stand cribbing. They recognize that they are very likely to suffer losses, but they cannot patiently consider the loss of the farmer's business, and they seem to lack the nerve to undertake the work of convincing him that he is wrong to attempt to market his grain when it is not in condition to handle.

## Asked— Answered

### OBJECTIONS TO UNIFORM BILL OF LADING.

*Grain Dealers Journal:* Will the Journal please state what are considered the objectionable parts of the uniform bill of lading, as now being forced on the shipper?—Kinsey Bros., Claypool, Ind.

Ans.: The objections, as stated by the Ohio Grain Dealers Asso., the American Shippers Asso., and eight other assos. of shippers in a united protest to the Interstate Commerce Commission, are:

"(a). In the event the shipper elects to ship his commodities subject to the common law liability of a carrier, a rate of 20 per cent in advance of the published rate is to be paid for the transportation.

"(b). Making bills of lading 'not negotiable.' It will be difficult, if not impossible, to obtain advances on bills of lading which are marked 'not negotiable.'

"(c). Requiring shippers, by signature, to assent to onerous conditions of shipment which have not been heretofore enforced.

"(d). Compelling the shipper's written assent that said conditions are reasonable and just.

"(e). Compelling the shipper to bind himself and his assigns to the several conditions which operate largely to exempt the carrier from its common law liability.

"The public have been notified that the above mentioned rules or conditions become operative Jan. 1, 1905, and they will consequently go into effect under the provisions of the law of that date.

"Such rules or conditions limit the service heretofore rendered by the carriers without reducing the rate, thereby diminishing the value of the service to the shipper while maintaining the accustomed charge."

### PROVISIONS OF THE Q.-C. BILL.

*Grain Dealers Journal:* I have read a number of articles in the Grain Dealers Journal in regard to the Quarles-Cooper Bill, and I would appreciate it very much if you would state what are the principal provisions of the bill. C. M. Holton, Helena, O. T.

### THE QUARLES-COOPER BILL.

Following is a full synopsis of bill H. R. 6273, introduced in the House of Representatives, Dec. 8, 1903, by Hon. H. A. Cooper of Wisconsin, identical with bill S. 2439, introduced in the Senate, Dec. 12, 1903, by Hon. J. V. Quarles of Wisconsin, further defining the duties and powers of the Interstate Commerce Commission:

Sec. 1—Provides that any order made by the Interstate Commerce Commission, after hearing and determination had on any petition now pending or hereafter presented under the provisions of the "Act to Regulate Commerce," (commonly termed the Interstate Commerce Act), declaring any existing rate, or any regulation or practice affecting such rate, complained of, for the transportation of persons or property, to be unjustly discriminative or unreasonable, and declaring what rate, regulation or practice would be just and reasonable, and requiring them to be substituted therefor, shall become operative within thirty days, or, in case of proceeding for review, then within sixty days. Such order may at any time be modified, suspended, or revoked by the Commission upon full hearing of all parties in interest.

Sec. 2—Provides that if the rate is a joint rate, and the parties thereto fail to agree upon the apportionment thereof within twenty days, the Commission may determine the portion to be received by each carrier. Also, when the order of the Commission prescribes the just relation of

rates to or from common points, and the carriers parties thereto fail to agree as to the changes to be made to effect compliance, the Commission shall prescribe the rates to be charged by either or all of the parties.

Sec. 3—Provides that every order, as to its justness, reasonableness and lawfulness, shall be reviewable, upon petition filed within twenty days, by any Circuit Court given jurisdiction, and requires the Commission to file a certified copy of the record of the case within twenty days after notice. The court may in its discretion, upon the application of either party, cause additional testimony to be taken in such manner as it may direct, and, if after hearing, the court is of the opinion that the order of the Commission was made under some error of law, or is, upon the facts, unjust or unreasonable, it shall modify, set aside or annul the same; otherwise the petition shall be dismissed. Pending review the court may, upon application and hearing, if in its opinion the order is clearly unlawful or erroneous, suspend the order. Appeal to the Supreme Court may be taken within thirty days, but the order of the Circuit Court is not stayed thereby. Cases under this act in both courts are given precedence over all except criminal cases.

Sec. 4—Provides that the defense in all such proceedings for review shall be undertaken by the proper district attorneys under the direction of the Attorney-General, and that the Commission may, with his consent, employ special counsel.

Sec. 5—Provides that if any party bound thereby shall refuse or neglect to obey any order of the Commission mentioned in this act while the same is in force, obedience shall be summarily enforced by writ of injunction, or other proper process, which shall be issued by any Circuit Court upon petition of the Commission, or of any party interested, with evidence of the violation alleged; and the offending party shall be subject to a penalty of Five Thousand Dollars for each day's continuance of such violation.

Sec. 6—Repeals all conflicting acts.

Sec. 7—Makes the act effective from its passage.

Note.—It will be observed that under this bill the operation of the law will be reversed, the order of the Commission under the present law being of no effect until an order is obtained from the courts enforcing it; whereas, under this bill the order of the Commission becomes operative within thirty days after its promulgation, and so continues until suspended or set aside by the courts upon review or appeal.

### ARE KARGER BROS. STILL MEMBERS?

*Grain Dealers Journal:* Will you kindly inform us whether or not Karger Bros. are still members of the Milwaukee Chamber of Commerce, and if so, why they have been permitted to retain their membership? Is it not customary for Grain Exchanges of central markets to expel members known to have reported prices realized on consignments at a lower figure than that received? Thanking you for any light you may furnish on this question, we are, Yours truly, J. & M.

### GOLDEN OATS ARE SOUND.

*Grain Dealers Journal:* The idea of a great many people in the south about the golden oats being stained is all a mistake. The correct name for the golden oat is the Russian Green. They are an oat which was imported into this country from Russia a few years ago and is as fine an oat as grows.

These oats are heavy, perfectly sweet, sound in every way and we have our doubts about there being any oat grown which is better for all purposes. The berry is very full of meat and their good quality is evidenced by the fact that the oat meal mills will even pay a premium for such oats. Yours truly, Williams & Fitz-Hugh Co., Memphis, Tenn.

## Letters From Dealers

### 20 PER CENT EXTRA CHARGES BRIGANDAGE.

*Grain Dealers Journal:* One who has made a very full study of the "rate problem" recently said to me that he had secured figures showing all of the freight charges levied upon the people by the railroads of the land in a given year and put by the side of them the total amount paid in settlement of claims for loss; and the result was what? That such loss amounted to but *one-half of 1 per cent* of the aggregate freight earnings.

These plain facts are of value as showing the utter absurdity of the claim put forth by the carriers that they are justified in demanding 20 per cent extra charges if not relieved of their common law liability, or forty times more than they can show that they have actually paid out as a result of this liability. The whole proposition is simply a scheme to raise rates to a yet higher level, altho a recent report of the Interstate Commerce Commission showed that they had extorted from the people of the country by ordinary means over 300 millions in *increased* charges during a single year. Brigandage is one of the mildest names that can be applied to it.—L. M. Scott.

### SHUD RETAIN ORIGINAL BILLS.

*Grain Dealers Journal:*—I note in your issue of the 10th inst. the comment of Mr. T. M. Rodgers with reference to the proposed claim bureau to be established by the Ohio Grain Dealers Assn. There is just one point in his comment that I wish to notice, namely, the filing of duplicate papers with the claims when presented to the railroad companies. I know of no tribunal for the settlement of claims or disputes, other than railroad corporations, which require or expect the claimant to place *all* of his evidence of such claim entirely in the hands of the party on whom the claim is made, and trust entirely to that interested party to take care of valuable papers, and preserve or destroy them as may suit his convenience.

It was not contemplated that railroads shud settle claims without surrender of original papers; but these original papers shud certainly remain in the hands of the claim bureau until the transportation company makes the settlement of the claims, when they shud of course be surrendered in order that claim may not be duplicated as suggested by Mr. Rodgers.

The writer in an experience of twenty-five years, has had a good many claims disposed of by the convenient *loss* of original papers. He has also collected quite a number of claims of material amount by filing duplicate papers with the railroad company, when claim was presented and surrendering original papers when claim was settled. If original papers are retained by the claimant or claim bureau, and there is neglect or unsatisfactory delay in settlement on the part of the transportation company, the claimant has his original papers on which to begin legal action at any time, if he deems that necessary; whereas if original papers are attached to the claim when

filed, his hands are tied until those original papers are returned to him if at any time the transportation company sees fit to give them up.

In the meeting in which this bureau was discussed, one of our prominent shippers who had been in the service of the claim department of a prominent Eastern railroad years ago, stated positively that he had been instructed, and a good many times had disposed of unpleasant claims by placing all papers in the stove.—Yours truly, E. W. Seeds, Columbus, O.

### LEAKING CARS RECEIVED FROM CHICAGO.

*Grain Dealers Journal:*—We read with considerable interest one of your recent editorials on the "coopering of cars which arrive at terminal markets" and remarks as to their condition on arrival, etc.

In connection with this we wish to call your attention to the fact that while Chicago is complaining about the percentage of cars which arrive out of condition on account of poor coopering, they are, in the meantime, sending cars loaded from the public elevators forward in fully as bad condition.

We had 4 cars arrive from there on the 9th and out of the four, three of them were leaking at the bottom of the grain door, some of them leaking thru the grain doors, two of them leaking at the ends and one at the sides. These cars were loaded, or at least were originated on the M. C. at Chicago and the leaking condition was noted here by the M. C. R. R. Co's. man in charge of claims, also by the chief clerk.

We believe there is as much of an opportunity to remedy evils right in Chicago on cars which are being loaded as there is at small country stations.—Very truly yours, W. E. Shelden, Secy., Jackson, Mich.

### HOW TO GET THE BOTTOM RATE.

*Grain Dealers Journal:*—From the territory west of the Missouri river, thru rates are very largely predicated on the proportional rates in effect from Missouri river points eastbound and southbound, hence any alteration in the figures from such terminal points effects a similar change from interior stations. These changes do not ordinarily occur so often, but what amendments to tariffs are issued and distributed promptly. There are times, however, when rates change very suddenly, and it must be admitted that those in possession of advance information have the opportunity, at least, to gain an advantage over less fortunate grain dealers.

Every grain shipper and dealer shud familiarize himself with the rate situation, at least to the extent of learning the conditions which ordinarily precipitate changes.

In most instances important reductions or advances between terminal points are heralded through the press, which is invariably the signal for corresponding changes in thru rates from country points. If under such conditions a local agent is not apprised of impending changes or those already authorized, a telegraphic inquiry to his general freight office will produce the information.

Common carriers are legally required to maintain a file of tariffs at freight stations for the guidance of agents and information of the public, but many agents prefer to do most anything rather than keep up a tariff file.

The safest course for a shipper is to

keep on the alert and in case of doubt have the agent confer with the general office. Under ordinary circumstances one may become sufficiently familiar with rates applicable from his station or stations on wheat and corn to readily determine the effect of an unexpected departure from published rates applying from terminal markets, as previously referred to, but when in doubt definite information may be obtained within a few hours in the manner suggested.—Yours very truly, W. P. Trickett, Commissioner, Kansas City, Mo.

### MUST SHIPPER STAND LOSS?

*Grain Dealers Journal:*—Replying to "C. M.'s" inquiry in your issue of Sept. 10th, "Must shipper pay loss due to under-billing?" would say that the R. R. Co. wud have a legal right to collect due-bills on cars forwarded if the rate had advanced, regardless of whether the shipper had received a notice of the advance or not, as we do not understand that it is obligatory on the R. R. Cos. to furnish tariffs to each and every person, although they usually do the best possible to supply shippers.

If this rule is not followed out it would soon open a door and make rebates possible with very little difficulty. There is, however, another phase to the question and that is, did the shipping bills or bills of lading carry with them a rate of 9c which was the old rate? Looking at it in this light, C. M. wud evidently have a contract, which of course wud be binding.

Wud like to hear other dealers' views on the same question.—Very truly yours, Stockbridge Elevator Co., Jackson, Mich.

### INSURANCE COMPANIES SHUD EMPLOY MECHANICAL EXPERTS.

*Grain Dealers Journal:*—I note you bring up the insurance question extensively in every issue of the Journal. This brings to my mind a query I have often had come home to me. Why do not the insurance companies employ good, capable men to inspect their risks at least once a year? I mean by this, good, mechanical experts, who can tell at a glance what is liable to cause a fire. The desk or office educated man cannot do this any better than they can build a practical elevator. The natural settling of an elevator, especially one built by the barn carpenter, will cause shafts to get out of line, machines to pinch and bind in the motive power, belts in legs to crawl to one side. Any of these cause a great many fires. Owners are continually adding to their equipment. They employ carpenters to do this work and they fall down of course in the most critical points.

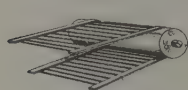
I was in an old elevator the other day to arrange some new equipment, power, etc. Some work had been done sometime before. To place a shaft one of the puline plates had been cut nearly away, the shaft coupling caused friction by rubbing on the wood and had worn the coupling bright. This shaft had a speed of only 70. On a faster running shaft it wud have caused fire in the cupola on a hot day.

An inspector cud remedy this fault in half an hour, and perhaps save the company a heavy loss. This is one only. When a modern built elevator burns the cause is evident, but an old barn built one, never.—Yours, J. F. Younglove, Mason City, Ia.

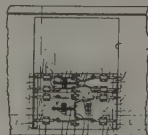


## Patents Granted

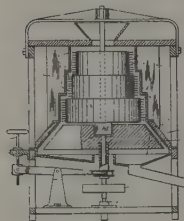
Explosive Engine. No. 774,392. Robert Miller, New York, N. Y.



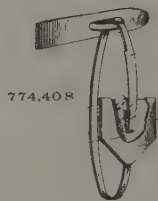
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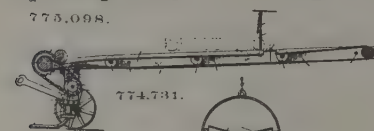
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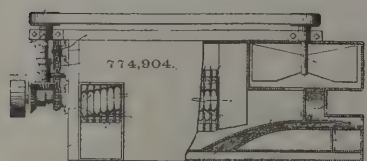
775,098.



774,408



774,731.



774,904.

Malt Kiln. No. 774,915. Chas. E. Glafke, San Francisco, Cal.

Explosive Engine. No. 775,243. John S. Losch, Schuylkill Haven, Pa.

Internal Combustion Engine. No. 775,103. Jas. F. Duryea, Springfield, Mass.

Explosion Motor. No. 775,120. Fritz Henriod-Schweizer, Marin, Switzerland.

Cylinder Cooling System for Internal Combustion Engines. No. 774,752. Chas. W. Hart, Charles City, Ia.

Valve Gear for Explosive Engines. No. 774,554. Alfred Bougault, Paris, France, assignor to the Societe Francaise de Constructions Mecaniques, Paris.

Conveyor. No. 774,560. (see cut) Gabriel Carlson, Springfield, Mass. The conveyor belt consists of 2 parallel edge strips of flexible material, and separated parallel wires extending from one strip to the other to constitute the supporting surface of the conveyor.

Portable Conveyor. No. 774,731. (see cut) Jesse Ainsworth, Lyons, Kan. A truck frame mounted on wheels supports a conveyor frame containing a belt and rollers, the outer end of the frame being divided and hinged transversely to fold over the main section.

Rice Polishing Machine. No. 775,098. (see cut) Rosia W. Welch, Baltimore, Md. A vertical shaft has secured to it cylinders of different diameters with spring wire teeth on their circumference and inclosed in shells of different diameters. Below the cylinders on the same shaft is a cone-shaped buffing wheel.

Car Seal. No. 774,408. (see cut) Elmer B. Williams and Henry R. Hinson, San Francisco, Cal. The seal consists of a single piece of material, and a housing comprising 2 members bent flatly one upon the other, one end of the piece being much enlarged and having formed upon it a pair of ears which are bent down over the main portion of the enlargement.

Grain Door for Cars. No. 774,526. (see cut) Wm. H. Mauppin and Henry C. Keller, Bondville, Ill. The lower portion of the door opening is closed by 2 members, one narrower than the other and situated above the other. When the door is raised upwardly to the limit of its movement it is swung under the roof of the car. The doors are locked by cranked shafts connected with T-plates by links.

Corn Sheller. No. 774,904. (see cut) Axel Anderson, Chicago, Ill. The sheller comprises a casing having a chamber wherein is a concave, a separator below the chamber and provided with a screen and a chamber beneath. Air is admitted to the concave and separator chambers and exhausted therefrom thru air ducts. The concave comprises a plurality of rings, teeth separately formed from the rings, the intermediate rings having notches and the end rings having lugs provided with perforations, the notches holding strips extending lengthwise of the concave. One end section of the cylinder is held to turn with the shaft.

Exports of hay for the nine months prior to Oct. 1, 1904, amounted to 49,787 tons; compared with 34,959 tons for the corresponding months of the preceding season.

Malt amounting to 386,746 bus. was exported during the nine months prior to Oct. 1; compared with 291,530 bus. during the corresponding period of the preceding year.

Exports of corn oil amounted to 1,628,100 galls. during the nine months prior to Oct. 1, 1904; compared with 3,380,007 galls. for the corresponding period of the previous year.

India is reappearing as a shipper of wheat. Shipments from Apr. 1 to Nov. 5 have been 6,299,000 qrs.; against 3,964,000 and 1,631,000 for the corresponding periods of 1903 and 1902.

Beans and peas of foreign origin amounting to 42,329 bus. were exported during the nine months prior to Oct. 1; against 69,986 bus. exported during the corresponding period last year.

Broom corn to the value of \$137,164 was exported during the nine months prior to Oct. 1, 1904; against \$151,027 worth during the corresponding months of the preceding season.

## Books Received

THE POWER OF THE NEW YORK SUBWAY.—An entertaining description of the New York Subway, which has just been opened for travel, is contained in a handsomely illustrated pamphlet issued by the Allis-Chalmers Co., which built the monster engines that furnish the power to move the trains. These engines are nine in number, each of 12,000 h. p., and generate 108,000 h. p. Readers of the Journal can obtain a copy free of charge by addressing the company at Chicago.

## Discrimination by Station Agents.

BY TRAFFIC MANAGER.

An operating official, whom I had occasion to see recently, vigorously repelled the charge that some of the agents of his line were discriminating against grain shippers in favor of certain other interests which furnished a heavy and profitable traffic to the road. According to his version no agent would dare to show any favoritism, for if he did he would be summarily called to account upon complaint being made to headquarters.

Most of the trouble, he asserted, lies with the shippers themselves, who do not order their cars far enough in advance or rush in just before a train is due or when they see one pulling in, and demand that cars be set off for them; while others expect a continuous supply without regard to the number available for use along a whole division. Still others, he said, "act as tho they owned the road and bully the station agents" until the latter turn, like the proverbial worm, and if they do not place any obstructions in the way of shippers, they are hardly inclined to feel like putting themselves out much to accommodate them.

This presents some features of one side of the question, but there is undoubtedly another side, and the fact of discrimination has been proved to the writer's satisfaction in more than one case, because, upon complaint being made by one of our customers I have gone to the railroad company's general office and protested, giving them a detailed statement of the orders placed and the cars furnished, with the number given to others at the same station during that period (the shipper having been previously posted on just what facts to report); and the alleged discrimination has thereupon ceased. If there had been no discrimination in the first place, or if the agent had been attending to his duties properly, things must necessarily have gone on about as before; but the immediate improvement in the service showed *what might have been done* for the same shipper before.

It is well to bear in mind both views of the situation, as above suggested, for the days of car shortage put a severe strain on the good nature of both shippers and traffic men. The former should be careful, not to appear unreasonable in their demands, nor can they expect orders for cars to be filled "immediately, if not sooner;" but neither should they submit to unwarranted delays or failures to furnish them with empties when they can see that these are being distributed to others at the same or nearby stations. Be courteous but firm; and if one of the lower railroad officials does not treat you as he should, take the matter to a general or division office—preferably thro some large receiving house, which knows from experience just how to go about a thing of this kind most effectively.

The Russian government proposes to cheapen wheat to home consumers by placing a high tariff on the conveyance of grain to seaports.

St. Louis millers are supporters of the Lovering drawback bill, and are working thru the Millers National Federation to secure its passage. They also favor reciprocity with Canada, but are opposed to the removal of the duty on wheat or its products.

## Geo. A. Seaverns Deceased.

Another of Chicago's successful merchants, who had long since established his right to be ranked as a leader in the grain business of the country, has gone to his long rest. Geo. A. Seaverns, who was an active factor in the grain business of the central West for nearly 50 years, died at his home in Chicago Sunday, Nov. 20, 1904, after a prolonged illness, aged 71 years.

George Alfred Seaverns was born in Boston in 1833, and it was there he had his first business venture. While he was yet a boy his father gave him a four-acre tract of ground upon which he raised vegetables and carted them to Faneuil Hall market.

At the age of 20 he decided to come West. After a rail journey of five days he landed in Chicago, a village of 50,000, and shortly secured employment tallying hogs in Hough's Packing House. After three months' experience he became book-keeper for another packing firm.

A year after his arrival he saw an opportunity to make some money in real estate and bought property for \$1,700 near the proposed site of a Catholic church. Not being of age, title to the property was vested in the name of his brother Charles. The property was afterwards divided into lots and sold to people moving into the parish, a handsome profit being realized therefrom.

The year 1855 was the beginning of his active connection with the grain trade. At that time he bought property on Clark street near 14th street, and erected a warehouse for the storing and merchandise of grain and broom corn. In 1856, the merchandise business being slack, he devoted the warehouse entirely to the storing of grain and purchased a membership in the Chicago Board of Trade.

One day while examining samples of grain on the floor of the Exchange he was impressed with the difference in prices paid for clean and dirty grain. The idea occurred to him that it would be profitable to clean the low-grade grain. With this idea in view he procured a number of hand-power fanning mills, installed them in his warehouse, and after that cleaned grain purchased on the Rock Island Road, and sold it at a profit of 20 to 25 cents a bushel. The power for operating the fans was supplied by Italian laborers. Thus Mr. Seaverns was the originator of the grain-cleaning industry.

In 1884 Mr. Seaverns purchased property at 22nd street and the River, where he erected the Alton elevator, equipping it with a full line of machinery and adding to it until it had a capacity of 2,000,000 bushels. In 1893 he built the Mabbatt Elevator with a capacity of 1,500,000 bushels.

In 1895 he built a grain warehouse at Davenport, Ia., using it first for feeding hogs and sheep, and afterwards turning it into a storehouse for oats. This house was sold to the D. Rothschild Grain Co., in 1902.

Mr. Seaverns gave up his membership in the Chicago Board of Trade in 1901 and retired from the grain business, having leased the Alton and Mabbatt elevators to the Alton Grain Co., formed in that year by Geo. A. Seaverns, Jr.

Mr. Seaverns is survived by his wife and son, Geo. A. Seaverns, Jr., who is at present operating the Mabbatt Elevator, also two daughters, Mrs. Mary S. Mabbatt and Miss Adele Louise Seaverns.

A pioneer of the grain trade and Chi-

cago, he saw and availed himself of many golden opportunities, much to the profit of himself, the trade and the city, yet none of his successes were attained at the expense of other men's failures. His friends were many and loyal, and his enemies, if he had such, are not to be found in the grain trade.

## Disappearance of Mail.

BY FRED MYERS.

The traveling agent of a commission house whose trips cover a large part of the Northwest calls attention to a matter, which I have occasionally noticed myself, that may solve, in part at least, the mystery of the disappearance of so much of the mail that is sent to country grain dealers. Receivers who send many market reports daily in one-cent envelopes, which are directed from a regular list, are accustomed to inclose first-class mail matter, such as letters, accounts of sales, etc. in the same envelopes, which are then sealed and extra postage affixed. Thus far it is all right, but when the shipper receives his mail, if it includes a number of circulars which he does not care to look at, he is apt to take all of the one-cent envelopes and dump them into the rubbish heap, sometimes without noticing that there is among them a sealed envelope which bears an additional stamp. It seems absurd that anyone could be so careless, but I have myself rescued from waste paper baskets on two separate occasions sealed envelopes from my own

house, and in one instance the dealer had just been complaining at not receiving returns for the very card which the papers in the envelope covered. The date showed that the letter had been among the rubbish several days. If such crass negligence is anywhere near so general as my friend asserts, there should be an awakening.

On a par with the above is the habit of piling papers in a heap on a desk or table, instead of putting in an alphabetically arranged file those that need to be preserved. Not a few dealers get their records hopelessly tangled just in this way. When a paper arrives by mail it is put aside for entry at a more convenient time. The next one coming in is thrown on top of that, and so on. Then, if a document happens to be particularly wanted it is hurriedly looked for in the mass, and in such cases papers have a way of slipping in between a couple of others that may be fastened together, where they are entirely overlooked. Not finding what he wants the dealer gets the impression that he has not, after all, received the paper, and he writes a sharp note to his receiving house, telling it that he shipped a car on a certain date and that it is about time he heard something from it, etc. The petty annoyances and delays that have arisen from this simple cause are legion.

P. F. Lucas of Goffe, Lucas & Car-kener, grain commission merchants of Kansas City and St. Louis, is dead.



Geo. A. Seaverns, Chicago, Deceased.



## Crop Reports

Peoria, Ill.—C. H. Feltman reports corn prospects splendid. Recent samples of large ears from Fulton County indicate an unusual yield. Reports from the northern part of the same country are to the effect that a yield of 84 bus. is being obtained.

Oakwood, Ill., Nov. 15.—Corn in this locality is a fine yield and is making from 35 bus. to 75 bus. to the acre. A fine fall for the farmer to gather his crops, no rain to speak of. A large per cent. of the corn will go on the market this fall and winter. Some of the last oats crops came in from the machines.—C. S. Trimble, Agt.

Huntington, Ia., Nov. 10.—Wheat is poor yield, 10 bus. per acre. Flax fairly good, yield 10 bus. per acre. Barley fairly good, 30 bus. per acre. Oats, good yield, 40 bus. per acre. Timothy good, yield 8 tons per acre. Think corn will go about 40 bus. per acre.—E. Lee, agt., Great Western Eltr. Co.

Solomon Rapids, Kan., Nov. 12.—We are in the heart of the Kansas hard winter wheat territory and our prospects for the coming season are fair, although there is some little complaint of being too dry just at present. The 1904 crop was of fair yield and fair in quality, 70 per cent of the crop already marketed, the remaining 30 per cent will be consumed by local mills.—Johnson & Thierolf.

Linwood, Md., Nov. 10.—Early sown grain is looking fine. Drouth retarded the late sown. We have a very large corn crop and most farmers are about finished; late on account of its being difficult to get help.—Englar Bros. & Co.

Lathrop, Mo., Nov. 11.—Corn crop very poor, about one-half crop; wheat one-third crop; oats, one-half. Corn selling at 40 to 50 cents from the field, quality poor; good deal of corn will not be merchantable. Our section will require more corn than is raised here; this is quite a feeding point for all classes of stock. About all the oats have been marketed, probably 5 or 6 cars in the hands of farmers; and 3 or 4 cars of wheat still held. Quality of wheat poor.—Chowning Grain Co.

Omaha, Neb., Nov. 21.—The weather in Nebraska has been ideal for the gathering of the immense corn crop. In some parts the farmers are already through gathering corn, and all over the work is being rushed as much as possible. The western part of the state is averaging about 40 bus. to the acre, but taking the state as a whole, about 35 bus. is the average. Some fields are running as high as seventy-five bushels, but these fields are few and an exception rather than the rule. The corn is of good quality and well filled. Much complaint has been received from different parts of Nebraska, as to damage done by Hessian fly. In the southern and central part of the state, the reports were quite alarming, some of the reports showing one-half of the wheat crop already damaged. Prof. Brunner, state entomologist, has taken this matter up and printed a circular showing where Hessian fly is most largely to be found, and also setting forth some special precautions for the stamping out of this insect. It would seem that the old stubble which is left in the fields from one year to another, is largely responsible for the presence of Hessian fly, and it is urged that all the farmers take special precaution to burn this waste matter before a new crop is planted. In order to get as much information as possible regarding this fly, Prof. Brunner is co-operating with H. G. Miller, Secretary of the Nebraska Grain Dealers Asso., and after all possible information has been received, further steps will be taken toward the stamping out of this harmful insect, which seems to attack early sown wheat, rather than late, and which was first noticed about Oct. 10th.—E. C.

Dallas, Tex., Nov. 19.—The corn crop is moving more freely, but even yet the price is too high for export, and it is becoming more evident that little of the Texas corn will reach ports for export. Farmers are not inclined to rush the local markets, and are holding out for high prices not only on corn but cotton. The wheat fields are doing well, and even yet there is some planting being done in central Texas. Indications point to the fact that in central Texas, where the boll weevil is most ac-

tive, there will be an increased acreage sown to wheat and grain generally, and consequent shortage in the cotton crop. In some of the grain counties of north Texas it is stated that where there will be a large amount of land planted in wheat, the increase will only be a natural one, but estimates on the increase in the state as a whole run from ten to twenty per cent.—J. D. W.

Buffalo, N. Y., Nov. 21.—Reports from the western New York grain district are that there is a considerably larger acreage of wheat sown than there was last year, and that it looks very fine. Farmers are mostly holding back what they have for higher prices.—J. C.

Selma, O., Nov. 14.—We commenced to take new corn Nov. 9, paying 40 cts. per 70 lbs. Our corn is of excellent quality, but not dry enough to bulk, tho the past week has shown quite an improvement.—R. G. Calvert.

Topeka, Kan., Nov. 22.—The Kansas State Board of Agri., in its annual summary of the crops of Kansas, says: The total yield of winter wheat was 64,793,399 bus.; value, \$51,149,917. The area sown was 5,816,493 acres, and on all this the average yield per acre was slightly over 11 bus. While the aggregate yield is less by 30 per cent than that of 1903, its total value is nearly as great as that of last year's yield, which was the most valuable wheat crop ever produced in the state, the average home selling price for the past twelve months having been higher than for any year since 1890. Of the state's annual wheat production this year's output ranks fifth in total yield. Four of the bulkiest crops in the state's history have been grown in the past five years. This year the largest yields per acre were in the central third of the state. The area reported as probably sown for next year's crop is 5,906,272 acres, an increase from last year of 1.5 per cent, or 89,777 acres. On the whole, soil and weather conditions since seeding have been fairly favorable, yet in various sections the situation is unmistakably not promising, owing to quite continuous dry weather; a notable instance of this is afforded by Sumner county, which reports the lowest average, or but 61-100, representing a good stand and wholesome condition. However, on the same basis, the general average condition for the state is 83. Hessian flies are noticed in occasional fields, but not in such numbers as to cause any serious apprehension. The corn crop amounts to 132,021,774 bushels, which is 37,337,995 bushels less than one year ago; its value is \$50,713,955. The returns this year present an unusual circumstance in that by far the larger yields per acre of corn are almost invariably found in the central third of

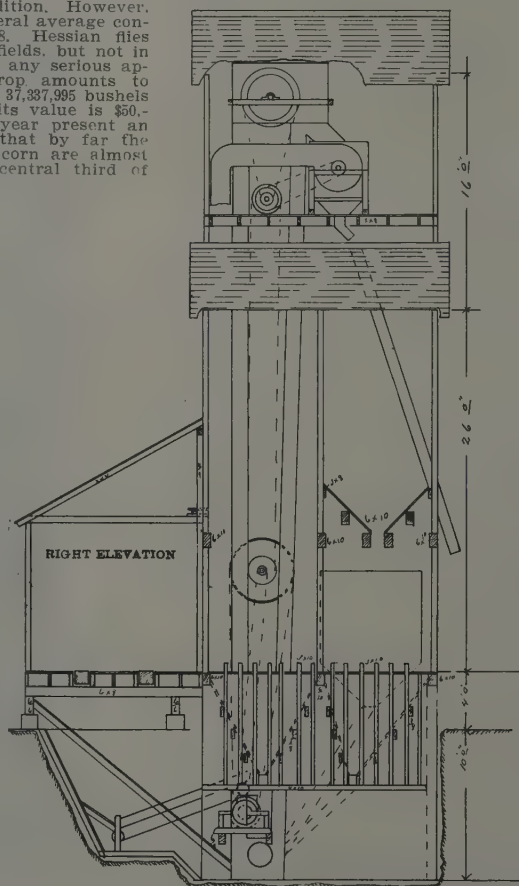
the state, popularly referred to as "the wheat belt." Oats, yield, 21,613,357 bus.; corn, 132,000,000; rye, 1,110,000; barley, 5,344,000; buckwheat, 3,387; castor beans, 2,925; flaxseed, 372,000; broomcorn, 12,133,000 lbs., and tame hay, 1,598,000 tons.—F. D. Coburn, Secy.

## Plan of Elevator for Handling Feeder Trade.

The large feed trade of Southwestern Iowa and Northern Missouri makes it greatly to the advantage of the elevator men at some stations to be well equipped for supplying the wants, needs and whims of the feeders. Illustrated herewith is an elevator designed by J. F. Younglove, and being built by him for Fay Wright at Glenwood, Ia. It has a storage capacity of about 7000 bushels, is equipped with sheller, feed and meal grinders and is neither an expensive plant to install or to operate.

The elevator is 16 x 26, cribbed to a height of 26 feet and has five bins. The mill is 16 x 16, equipped with a 3 pair high roller mill, bolter, sacking and storing bins. The room adjoining is 12 x 16 feet and contains a 16-h. p. gasoline engine. At the opposite end is the store room for cobs, also 12 x 16 feet. The sheller is in the basement and the corn cleaner is in the cupola. But one leg is provided for elevating to bins and cleaner.

In the drive-way above the receiving sinks are two wagon dumps, one for ear corn, divided for white and yellow corn, and the other for small grains. A drag feed is provided to carry ear corn to the sheller.



Cross Section of Fay Wright's Elevator at Glenwood, Ia.

## Pointers for Shippers.

BY LOUIS XVI.

**SHIPPER'S ORDER, BILL OF LADING.**—When country dealers are sending their grain regularly to certain houses which they have reason to believe are trustworthy, it is a bad plan to bill it "Shipper's order, Notify So and So." Under that form of billing the surrender of the Bill of Lading is *always* required by the R. R. Co. before switching the grain for delivery, and in case this paper goes astray or is delayed in transit, or for one

of several reasons fails to show up at the destination point promptly, it involves expensive delay in the disposition of the property.

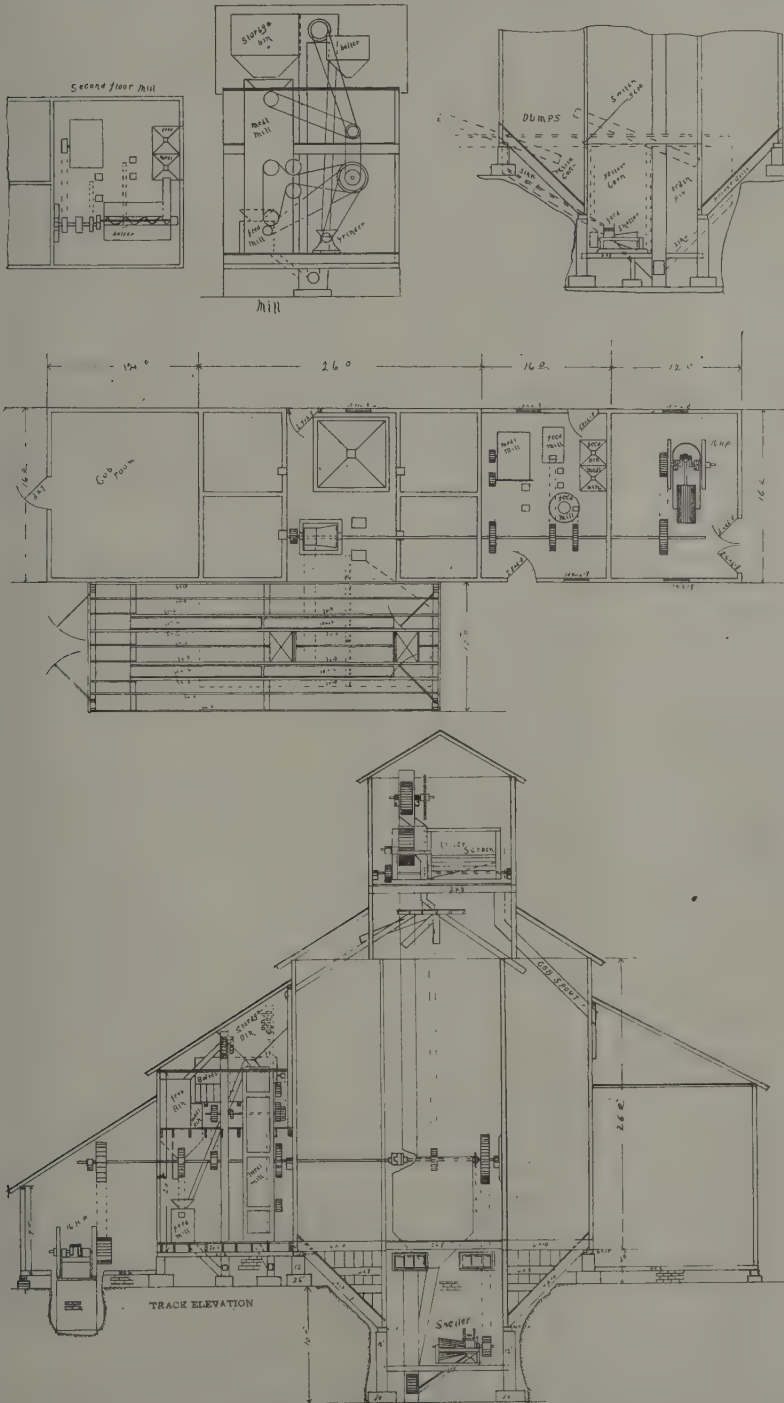
**DELAYING CARS AT SHIPPER'S STATION.**—One very practical means of breaking up the slipshod methods which prevail to a greater extent on some railroad divisions than on others, of allowing cars to remain on the side track, after being loaded, for a longer period than is necessary, is for dealers who feel the burdens of it to file claims for loss. One such

claim may result in bringing the subject prominently before a high official, as the average claim department seldom misses an opportunity to give the operating department a whack; and where action is taken by several dealers at about the same time, so as literally to "volley" claims, something is bound to drop.

**MONEY IN GRINDING FEED.**—Said a jobber in one of our large markets recently: "I wonder that the grain dealers of this state allow so much good business to get away from them in the shape of feed-stuffs which they might turn out themselves and supply to the local consumers if they wud only put in machines for grinding it. Of course, it is to our advantage to have this state of things continue," he went on, "for we sell a heap more bran and middlings to be shipped to country points than we otherwise wud; but at present prices for mill-feeds, ground feeds can be sold at a handsome profit for very much lower figures. This year, most assuredly, a feed mill shud pay any grain dealer big dividends on his investment.

**DISCOUNTS ON OFF GRADES.**—A goodly number of wheat shippers feel "sore" this season over the fact that off-grades, which were bot at what they regarded as reasonable differences under the better qualities, have been subjected to heavy discounts in terminal markets, whether disposed of on consignment or placed on sale "to arrive." The truth is, however that they commenced purchasing the stuff without first getting a line on the market, and they will learn to be more prudent another time. Owing to the small trade which they have had themselves, thus far this fall, millers have been enabled to lie back and not take the thin or smutty wheat which has been rushed on the market, and it has been sold for whatever shippers and feed dealers were willing to pay. Commission houses sent out repeated warnings that this condition existed and advised country buyers to refuse to take the off-grades unless they cud buy them very cheaply, but this good counsel was unheeded. If loss resulted, who is to blame?

**FEED BARLEY PRICES.**—Shippers who sold malting barley for "feed" last season and lost many good dollars in consequence, have gone to the other extreme this year and are buying feed barley with the expectation of selling it at the price of malting, evidently not realizing the fact that conditions change entirely with the character of the crop. Last year nearly all the barley raised was badly discolored and much of it unsound, so that the maltsters were forced to use anything they cud get which was at all suitable to their requirements. Stained and dirty stuff that in ordinary seasons went for feed was eagerly snatched up, if it happened to be sound, but now the situation is reversed. There is a large crop of plump, light colored barley, and the maltsters can take their pick of it. Hence what wud be salable for low malting when crop conditions were less favorable has to be forced off now as feed barley. Shippers ought never to act on the assumption that one year is like another, as so many of them apparently do; and the best way to get posted on varying conditions is by sending in frequent samples for quotation.



Plans of Fay Wright's Elevator at Glenwood, Ia.



# Grain Trade News

## CALIFORNIA.

San Francisco, Cal.—The Central Grain & Stock Exchange has suspended business.

Belmont, Cal.—The W. A. Emmett Co. incorporated with \$50,000 capital stock, to deal in grain and feed and do a general merchandise and real estate business. The officers are W. A. Emmett, pres.; J. W. Doolittle, treas.; H. C. Smith, Gen. mgr.

San Francisco, Cal.—The Merchants Exchange and the state experiment station are co-operating to improve the quality of the wheat crop. The Sacramento Valley Improvement Asso. and the Sperry Flour Co. have each contributed \$1,000 for experiments to be conducted to develop a wheat giving a higher yield per acre and containing more gluten.

## CANADA.

Kisley, Assa.—The Farmers Eltr. has been completed.

Lang, Assa.—The Colonial Eltr. Co. of Winnipeg will build an eltr. here.

Point Edward, Ont.—The eltr. is filled and unable to receive more grain from boats.

Lethbridge, Alta.—The Enderby Flouring Mills Co.'s 30,000-bu. eltr. is being rapidly completed.

Fort Rouge, Man.—The Northern Eltr. Co. will build an eltr. next year in the Canadian Northern Railway yards.

Winnipeg, Man.—The Andrews-Gage Grain Co. is building four eltrs. at points on the C. P. R. Arcola branch.

Grand Forks, B. C.—The Strathmore Trading Co., of Calgary, Alberta, will open a branch here to do a general commission business and to handle grain and hay.

Winnipeg, Man.—Several eltr. companies contemplate building eltrs. in North Dakota, close to the international boundary to buy wheat from Canadian growers.

Winnipeg, Man.—The Royal Grain Co. Ltd. incorporated with \$50,000 capital stock. Incorporators, S. Warnock, Geo. H. Monkhouse, W. A. Sweatman, and Frank H. Phippen.

Gainsboro, Assa.—A heavy freight train was wrecked here Nov. 6. Nine cars containing wheat and coal were shattered and derailed, scattering their contents over the ground.

Elva, Man.—The Western Eltr. Co. was robbed of \$1,000 on Nov. 12 by burglars who blew open the safe of Geo. C. Sayle, who also lost a few dollars. A package containing \$1,500 was overlooked.

Toronto, Ont.—The grain dealers who buy at country points have held a conference, by committee, with the Dominion Millers Asso., to consider what difference should be made in the price of Ontario low grades of wheat.

Fort William, Ont.—Conrad Cannon and Edward Ring, two ironworkers employed on Eltr. B, fell with their scaffold Nov. 5, and sustained injuries from which they died in a few hours. An eye-bolt

of the tackle from which the stage was hung was defective.

Toronto, Ont.—The executive committee of the Dominion Millers Asso., at a recent meeting, decided to request Chief Inspector Craig to have the Toronto inspector not charge more than 40 cents per car and the cost of the man's time and expenses in drawing the samples. If the inspector continues to levy exorbitant fees the matter will be brot before the Dept. of Trade and Commerce.

Toronto, Ont.—The grain inspectors have prepared standard samples of the following grades: Nos. 1, 2 and 3 red winter wheat. Nos. 1, 2 and 3 white winter wheat. Nos. 2 and 3 spring wheat. Nos. 1 and 2 goose wheat. Nos. 1, 2 and 3 rye. Nos. 1, 2 and 3 peas. Nos. 1 and 2 buckwheat. Nos. 1 and 2 white-eye peas. Nos. 1 and 2 black-eye peas. Nos. 1, 2, 3 and 4 barley. Nos. 1, 2 and 3 oats.

Farmers in the Cartwright district of Manitoba are somewhat puzzled over the fact that they can sell their wheat on the American side of the border for from \$1 to \$1.05 per bus., while the best they can get for the similar article in their own market is from 65 to 75 cents per bu. On this account there is a great deal of the Canadian product being sent across the lines, the farmers hauling it in their wagons a distance of about 25 miles.—Winnipeg Telegram.

Hamiota, Man.—The action of the Hamiota Grain Growers Asso. in bringing suit against the C. P. R. for violating the Grain Act is condemned on all sides. The violation consisted in giving the Ogilvie Co. a train of 14 cars to be loaded at its eltr., while a number of farmers' applications for cars remained unfilled. The farmers do not approve of the action of the asso. At the time the cars were supplied to the Ogilvie Co. every available siding and platform was full of empties and cars just loaded, so that there was absolutely no space left for direct scooping from wagons, and the cars were of no use to anyone but the Ogilvie Co., which had facilities for loading promptly.

## CHICAGO.

Robert H. Thorburn has made application to be reinstated as a member of the Board of Trade.

The St. Paul road has made a threat to sell all cars of hay and straw not unloaded within 96 hours.

Daniel J. Sully, the quondam "Cotton King," has posted his membership in the Board of Trade for transfer.

The Manhattan Brewing Co. will build a 100,000-bu. eltr. in connection with its plant at 39th St. and Emerald Ave.

W. E. McQuiston, wheat trader for Logan & Bryan, has severed his connection with the firm, and will trade on his own account.

Traffic officials of western roads have under consideration the demands of the Board of Trade that discrimination against Chicago cease.

The Western Grain Products Co., recently incorporated at Milwaukee by C. A. Krause and others, has been granted a charter to do business in Illinois.

William Clark, a grain inspector, was killed Nov. 16, by being crushed between two freight cars in the Chicago, Milwaukee & St. Paul yards at Goose Island.

J. K. Lamb and John W. Lamb, two Open Board brokers, are defendants in a suit brot by Henry Krone, a customer, under the gambling law, to recover \$1,300 lost trading in wheat options.

W. B. Pye, manager of the American Corn Milling Co., and for thirty years connected with the Board of Trade, dropped dead in his office in the Rialto Bldg. Nov. 11. Mr. Pye was 65 years of age.

James S. Gibbs, vice president of the Illinois Trust & Savings Bank, died Nov. 13. In former years Mr. Gibbs was engaged in the grain business with his father, who built the first eltr. on the Chicago river.

W. S. Jackson, pres. of the Board of Trade, was removed from his residence to Mercy Hospital to be operated on for an abscess in his left lung. The operation was successful, and his condition is greatly improved.

The Armour Grain Co. has started one of its eltrs. on the work of cleaning and mixing wheat to bring it up to the contract grade. On the first day of operation 12,000 bus. was turned out. One of the grades being prepared is No. 2 hard winter.

Trade in wheat futures has been diminishing for some time on account of the lack of outside interest. On some days the market has been purely professional. While the market has covered a fair range each day the minor fluctuations during the day have been smaller.

The talent is guessing on the probable receipts of corn at Chicago during December. The manager of one of the largest receiving firms has wagered that the car lot receipts during the month would average 800 per day and that total arrivals would reach 20,000,000.

The Chicago & Rock Island Eltr. Co. has ordered a No. 10 Hess Grain Drier to be erected at one of the Counselman Eltrs. in South Chicago, recently purchased by that company. This drier is equaled in size by only one drier in existence, this being the No. 10 drier now erecting in New Orleans for the Illinois Central Railroad. On ordinary grain it will have a capacity of thirty-five to forty thousand bushels daily. It will be equipped with steam coils containing nearly 300,000 lineal feet of one-inch steam pipe, through which over one hundred thousand cubic feet of air will pass every minute, this air to be applied to the grain at a temperature of 140 to 160 degrees. The drying effect of such a volume of warm air can readily be imagined. This is the second large Hess drier installed in South Chicago, the first being that erected last year for Bartlett, Frazier & Carrington. The Rock Island drier will be ready for use about Jan. 1.

## IDAHO.

Minidoka, Ida.—Victoria & Brown have engaged in the hay and grain business.

## ILLINOIS.

Fairmount, Ill.—Hes & White will build an eltr.

Oakwood, Ill.—B. B. Minor has rebuilt his cribs.

Zearing, Ill.—J. H. Dole & Co. have installed a 10-h. p. gasoline engine in their eltr.

Heyworth, Ill.—The Hasenwinkle Grain Co. is building a concrete coal house.

Newman, Ill.—M. A. Current of St. Joseph has bot an eltr. here for \$12,000.

Princeton, Ill.—J. H. Dole & Co. have installed a 10-h. p. gasoline engine in their eltr.

Arcola, Ill.—The Arcola Grain & Coal Co. will put in a track scale adjoining the eltr.

Kempton, Ill.—T. C. Rickards, of Shearer & Rickards, has been seriously ill with bronchitis.

Cerro Gordo, Ill.—The Shellabarger Co. is building an outside dump and installing a new eltr.

Minonk, Ill.—U. B. Memmen has been making repairs at his eltr. and has put in a new driveway.

Gibson City, Ill.—J. M. Stauffer, representative of the Shellabarger Grain Co., of Decatur, died Nov. 15.

East Lynn, Ill.—C. H. Hopwood will build an eltr., and will place in charge his former mgr., Peter Goyer.

Griffin Sta., Penfield P. O., Ill.—Campbell & Co. will build an eltr. on the Villa Grove branch of the C. & E. I.

Gibson City, Ill.—The Farmers Eltr., which has been under construction and in litigation for some time, is now almost completed.

Maroa, Ill.—The Shellabarger Eltr. Co. has installed a new steam boiler at its plant and has put in the new machinery for its crib.

Effingham, Ill.—J. A. Taylor and Mark Fisher of Arrowsmith have bot Taylor Bros.' eltr. Mr. Fisher will have charge of the business.

New Windsor, Ill.—J. H. Dole & Co. have recently remodeled and rebuilt their eltr., installing a gasoline engine and bringing it up to date.

Galesville, Ill.—J. L. Caldwell, mgr. of the Eastburn Sta. eltr., has formed a partnership with Mr. Shelby of Tolono, Ill., and will engage in the eltr. business.

Paxton, Ill.—E. D. Risser, who recently purchased the Filson eltr. property, is building a cribbed eltr. 27 x 37 and 35 feet high, to have a capacity of 25,000 bus.

Cambridge, Ill.—For another year we will sing our old song: Work for all grain to be handled by the 100 pounds instead of bushels; much the best way.—Sherrard & Poppleton.

Forest City, Ill.—The Forest City Grain Co. incorporated with \$6,000 capital stock, to deal in grain, corn and seeds. Incorporators, Wm. S. Benscoter, H. J. Kreiling and Jas. Rowley.

Everybody must work for a state merit law with a vengeance, if it is to be obtained. Civil service rules rigidly enforced will surely reduce the number of changes and improve the public service.

Monarch, Ill.—The appellate court some time ago decided in favor of Carrington, Patten & Co. against a farmer named B. F. Strange, who had refused to deliver corn and oats sold, after the price had advanced.

Dalton City, Ill.—The Dalton City Grain Co., with Willis Peck, formerly of Peck & Son, of Monticello, as mgr., has bot J. L. Belden's eltr. and grain business, C. A. Burks, of Decatur, Ill., negotiating the deal.

Marseilles, Ill.—Frank McCormick has leased the eltr. formerly owned by C. L. Douglass and will engage in the grain business. Henry Schroeder will continue as mgr. until Mr. McCormick is ready to assume control.

Freeport, Ill.—B. P. Hill & Co. will build, at a cost of \$4,500, an eltr. 26 x 26 ft. foundation, and 40 ft. high, of crib construction, with iron clad sides and roof. The Burrell Engineering & Construction Co. will do the work.

Ospur, Ill.—The Shellabarger Eltr. Co. has bot the eltr. owned by J. M. Leden, who will be retained as buyer. The new firm will rebuild the cribs and improve the eltr. building, and machinery, and next season will entirely rebuild the plant. C. A. Burks negotiated the deal.

The United States Supreme Court has recently rendered an interesting decision in the case arising from a business consolidation of the Sentinel, News and Evening Wisconsin against the Journal of Milwaukee. The United States Supreme Court upholds the validity of the Wisconsin anti-trust law and holds the action of the offenders to be willful and malicious injury. The three defendants entered into an agreement to the effect that if any person advertised in the Journal at its increased rate they should not be permitted to advertise in either of the three other newspapers except at a corresponding increased rate. In other words, the advertiser was assessed a penalty for the privilege of doing business with the Journal.

## INDIANA.

Walton, Ind.—Walter Bishop is enlarging his eltr.

Oxford, Ind.—The Fowler Grain Co. will rebuild its eltr.

Rileysburg, Ind.—F. S. Davis will enlarge and improve his eltr.

Durbin, Ind.—The Goodrich Bros. Hay & Grain Co. has bot the machinery for its new eltr. of S. B. Sampson.

Indianapolis, Ind.—A trust company offers to loan the Board of Trade \$125,000 to erect the long-talked-of building.

Northgrove, Ind.—C. P. Graf and Wm. Weaver are scooping grain, but have no elevator or warehouse facilities.

Goshen, Ind.—Johnson & Son have completely remodeled and transformed the old Defreese Mill into a modern eltr.

Shelbyville, Ind.—Wm. Nading will rebuild his eltr. and corn mill, which was recently burned. The cost will be about \$60,000.

Indianapolis, Ind.—To aid the fight for a state railroad commission the Board of Trade has contributed \$100 to the Indiana Shippers Asso.

Indianapolis, Ind.—J. W. Lidball & Co., feed dealers of Norwich, O., are sending out scoopers to buy and load grain at country points. Has one of their scoopers visited your station?

Indianapolis, Ind.—The Metzger-Hill Grain & Hay Co., composed of Otto L. Metzger and Chas. B. Hill, has opened an office. Both have been connected with the Metzger-Hill Co., of Cincinnati, O., receivers and shippers of grain and hay

Terre Haute, Ind.—Bartlett-Kuhn & Co. are installing in their transfer house what is probably the largest corn cleaner ever built. The machine is of the revolving screen family; is 21 ft. long, 9 ft. 6 in. wide and 8 ft. 6 in. high. The screen alone is 17 ft. 4 in. long, and 4 ft. diameter, and has 229½ square ft. screen surface. The grain is conveyed to fan by 16-in. conveyor. The fan is 48 in. diameter, 20 in. wide. It was built by the Union Iron Works.

Indianapolis, Ind.—A movement is on foot to change the system of weighing to bring the weighing under the control of the Board of Trade. Rules and regulations for the government of weighers are being formulated, and soon will be promulgated by the secretary of the Board, Jacob W. Smith. The grain committee is to appoint the weighers, each of whom will be required to give \$500 bond. No certificates of weight will be official unless signed by the secy. of the Board.

## INDIAN TERRITORY.

W. Black & Co. are scooping grain, it is said, at Porter and other points in the Territory.

Porter, I. T.—Wm. Vogelgesang, formerly of Onaga, Kan., has been transferred to this station by the Midland Eltr. Co., for whom he is agent.

## IOWA.

Wayne, Ia.—F. W. Jones has bot A. A. DeLong's grain business.

Roland, Ia.—The Marshall Eltr. Co. is raising and repairing its eltr.

Meriden, Ia.—J. C. Watson, of Inwood, Ia., has bot Wagner & Son's eltr.

Rolfe, Ia.—The Rolfe Grain Co. will install a No. 3 Hess Grain Drier, having a capacity of 2,000 bus. per 24 hours.

Eagle Grove, Ia.—The Nye-Schneider-Fowler Co. is having some equipment placed and storage made by J. F. Younglove.

Oto, Ia.—The Western Eltr. Co., of Winona, Minn., will build a 30,000-bu. eltr. Younglove & Boggess Co. will do the work.

Coburg, Ia.—D. Hunter & Co., of Hamburg, Ia., will build a 10,000-bu. eltr., and have let the contract to Younglove & Boggess Co.

Dysart, Ia.—Geo. Lammers has bot the Dysart Eltr. Co.'s eltr. He will tear it down and remove his coal sheds to the present site.

Bingham, Ia.—Joe. Auracher is rebuilding about half of his old eltr., enlarging it to about 15,000 bus. capacity. He will instal a gasoline engine and a new cleaner.

Fostoria, Ia.—At a meeting for perfecting the Farmers' Eltr. Co., the capital stock was placed at \$25,000 with shares at \$25 each; 100 shares were subscribed.

Dumont, Ia.—The Farmers' Incorporated Co-operative Society has purchased W. W. Ahrens' eltr. A. L. Nowell, who has been in the employ of Mr. Ahrens, is manager for the society.

No business can be successfully conducted entirely on credit; neither can mutual fire insurance. A substantial reserve fund in keeping with the volume of business transacted, is necessary, if policies are to be worth having.



## KANSAS.

Hoisington, Kan.—N. E. Gailey has sold his eltr. to the Pacific Eltr. Co. Mr. Gailey continues in the coal business.

Buhler, Kan.—The Buhler Milling Co. will build a 30,000-bu. eltr. The Steel Storage & Eltr. Construction Co. has the contract.

Hutchinson, Kan.—J. Baker, grain dealer of Great Bend, Kan., has removed to Hutchinson, where he will engage in the grain business.

Bern, Kan.—W. H. Harrison has bot W. H. Fluke's eltr. and has placed L. A. Branson in charge, until he is ready to assume control.

Kansas City, Kan.—The Maple Leaf Eltr., which has been held up for a \$55 license fee and threatened to fight the collection in the courts, has concluded it will be cheaper to submit to the imposition, and paid the fee.

Solomon Rapids, Kan.—Johnson & Thierolf will build a model roller mill flour plant adjoining their eltr. They will utilize water power from the Solomon River, control of which they have recently secured, and all the machinery in the mill and eltr. will be run by electric motors, carrying a current of electricity generated by water power, one-half mile to the mill by copper cable.

In its answer to the complaint of a farmers' co-operative company, the Missouri Pacific Railroad Co. alleges that the association asking the side track is a combination in violation of law, as it does not allow its members to sell to any other than the assn. or its members, members selling outside of the assn. being assessed a penalty on each bushel. A decision that the co-operative companies doing business on the assessment plan are unlawful trusts will force them to compete with others on an equal basis, if at all.

## KANSAS LETTER.

Lorraine, Kan.—J. W. Baker & Son have sold their grain business to the Farmers Eltr. company.

Concordia, Kan.—G. M. Smith, who recently sold his eltr., has left for an extended visit to California.

Wilson, Kan.—J. H. Claussen has leased his eltr. here and at Dorrance and Lucas to the R. T. Morrison Grain Co.

Among those having lately become members of the Kansas Grain Dealers Assn. are: John Heard & Co., Bunker Hill; W. G. & Ed Lyman, McDonald; J. S. Hart, Randall; Wall & Rogalsky, Buhler; Jno. Weisthaner, Inman; E. M. Traylor, Hutchinson; P. T. Nickel, Buhler; J. E. Andrews, Carden; Ed Mueller & Son, Hanover; Rabe & Co., Bremen, Raemer & Meier, Herkimer.

Marysville, Kan.—An interesting local meeting of grain dealers was held at the Pacific Hotel, Marysville, Nov. 4th. Those present were: W. F. Peacock, J. F. Anderson, Blue Rapids; E. N. Bailey, Baileyville; Mr. Connott of Bailey & Connott, Axtell; P. B. O'Neil, Joe. Baer, Beattie; J. E. Andrews, Carden; Nelans & Son, Marysville; Raemer & Meier, Herkimer; Wm. Rabe, Bremen; Ed Mueller & Son, H. Wessels, Hanover; C. T. Mann, Marietta, manager of Farmers Eltr. Co., Marietta; Mr. W. E. Morley, representing the Nebraska Eltr. Co., of Lincoln, Neb.; Mr. E. J. Smiley, secy. of the Kansas Grain Dealers Assn.—A. M. D.

## LOUISIANA.

Lake Charles, La.—A. T. Jones will install eltrs., conveyors and other machinery necessary for milling rice.

## MARYLAND

Solomons, Md.—The Calvert Milling & Mfg. Co. will build an eltr.

Baltimore, Md.—The warehouse and feed store of H. D. Eidman & Bro. was burned Nov. 2. The loss is about \$14,000, the stock and fixtures being valued at \$8,000, and the warehouse at about \$6,000. Insurance, \$9,600.

## BALTIMORE LETTER.

Among the recent visitors on the Chamber of Commerce were the following: John Valliant, New York; W. Quackenbush, New York; Y. H. Tetreux, New York; M. D. Sells, Richmond, Va.; John G. White, Washington, D. C.; M. Fence, Rotterdam; T. Garbrecht, Bremen; H. D. Lehman, Antwerp; J. O. Hunt, London; W. E. Bolle, Holland; Jas. Oberfelder, New York; Otto Keusch, New York.

John W. Snyder, former vice-president of the Grain Dealers National Assn., who has for the past six months been serving on the Burnt District Commission, has been brot forward by his friends as a candidate for the position of Postmaster of Baltimore. Mr. Snyder has the endorsement of many of the financial and business interests of the city, but he has stated very plainly that he is not a candidate in the sense that he will make a contest for the position, and has left himself entirely in the hands of his friends. Mr. Snyder's appointment as Postmaster of Baltimore wud be received with great pleasure by his many friends on the Baltimore Chamber of Commerce.

The Court of Appeals of Maryland has recently rendered a decision in the case of the National Bank of Bristol vs. Baltimore & Ohio Railroad Co. The case grew out of the question of the ownership of a cargo of walnut lumber, and the point of controversy was that the bill of lading was marked "Not Negotiable," and upon it was also printed the requirements that the freight shud not be turned over except upon the presentation of the bill of lading. The consignee ordered the shipment delivered to another party after having made draft against same, and the lower court held that notwithstanding that the bill of lading was marked "Not Negotiable" it was a negotiable instrument, having been used as such. The Court of Appeals, however, held that the lower court erred, and therefore reversed the finding, and ordered a new trial.

The hearing in the matter of the differential freight rate between the Atlantic ports was resumed in Philadelphia on 21st inst., New York having practically completed its case last June. The testimony of Philadelphia was in contradiction of New York's contention that the latter port had suffered because of the differential, but from other causes. Furthermore, that the percentage of increase in business at Philadelphia and Baltimore claimed by New York was not as large as New York claimed in its testimony last June. It is manifest by statistical statements that New York, in common with other Atlantic ports, has suf-

fered chiefly from the encroachments of the export business from the Gulf ports and Montreal. The Baltimore representatives were present at the hearing, as their interests are identical with Philadelphia. Baltimore was represented at the hearing by the following: Authur Geo. Brown, John B. Daish, counsel for the Baltimore Chamber of Commerce; John L. Wilson, Asst. Gen. Attorney of the Baltimore & Ohio Railroad; Chas. S. Wight, Gen. Traffic Mgr. of the Baltimore & Ohio Railroad, and the following members of the Baltimore Freight Rate Differential Committee: Robt. Ramsay, Charles England, Geo. S. Jackson, James A. Clark, and Jno. M. Dennis.—B. M.

## MICHIGAN.

Tecumseh, Mich.—Slayton & Son have succeeded C. A. Slayton.

Leonidas, Mich.—White Bros. have succeeded S. E. Glime.

Filion, Mich.—Oliver Clark has succeeded Desire Filion.

Marcellus, Mich.—Daniel Russell has succeeded C. E. Carpenter.

Fowler, Mich.—Becker Bros. have been succeeded by Frank Becker.

Eden, Mich.—Geo. Douglas has been succeeded by H. L. Whitney.

Mason, Mich.—R. G. Coy & Co. have been succeeded by Coy & Grow.

Middleton, Mich.—The Rockafellow Grain Co. has put in a feed mill.

Nashville, Mich.—R. N. Townsend has been succeeded by Townsend Bros.

Lapeer, Mich.—The Lapeer Grain Co. has completed its grain and bean eltr.

Mason, Mich.—Frank Dean has bot Seeley & Co.'s grain and produce business.

Hillsdale, Mich.—F. W. Stock & Sons will build, in connection with their mills, a 160,000-bu. eltr.

Rogersville, Mich.—J. P. Burroughs & Son have bot Andrew Reese's eltr. He will be mgr. for the new firm.

Jackson, Mich.—C. F. Fitton, for years grain inspector at Peoria, has accepted a position as traveling salesman for the Stockbridge Eltr. Co.

Grand Rapids, Mich.—The Traverse City Starch Factory is erecting two warehouses, one for the storage of corn with a capacity of 35,000 bus.

Otter Lake, Mich.—The Stockbridge Eltr. Co., of Jackson, has purchased the eltr. formerly operated by D. S. Woolman, and has commenced operations, with O. M. Ramlow as mgr.

Colon, Mich.—E. Hill & Sons and I. Teller have discontinued the grain, hay and bean business here on account of the discontinuation of its eltr. by the Michigan Central Railroad Co.

A legislative committee composed of Thomas Craig of Detroit, W. J. Orr of Bay Port, and Wm. Reardon of Midland, has been appointed by Pres. T. W. Swift, of the Michigan Grain Dealers Assn.

Detroit, Mich.—The Commercial Milling Co. has brot suit against the Western Union Telegraph Co. to recover \$2,000 damages for alleged failure to deliver a message to a Kansas City concern ordering the purchase of 10,000 bus. of wheat.

## MINNESOTA.

Howard Lake, Minn.—The Howard Lake Milling Co. will build an eltr.

Holloway, Minn.—The Inter-State Grain Co. is building a 20,000-bu. eltr.

Bronson, Minn.—H. B. Borneman is building an eltr. of 30,000 bus. capacity.

Marietta, Minn.—W. E. Pegg & Co. have built a modern eltr. of 30,000 bus. capacity.

Chokio, Minn.—Sylvester Stewart, miller, at Morris, has leased the farmers' eltr. here.

Austin, Minn.—The Mower County Farmers' Exchange contemplates building an eltr.

Excel, Minn.—The Red Lake Falls Eltr. is in operation with Nils Engebretson as manager.

Girard, Minn.—John Perry has succeeded A. L. Edmunds as manager of the Duluth Eltr. Co.

Donaldson, Minn.—Chris. Halsu has been appointed manager of the St. Anthony & Dakota Eltr.

Milroy, Minn.—Nelson Bros. will rebuild their eltr. on a larger scale and will equip it with improved machinery.

Holt, Minn.—Hanson & Barzen's eltr. will soon be completed and ready for business with Oscar Hanson in charge.

Hamilton, Minn.—The Stewart Eltr. Co.'s eltr. has been completed by Lund, Rud & Co. A feed mill will be installed.

Kennedy, Minn.—The Imperial Eltr. Co. has sold out its lumber business here and at Hallock to the St. Hiliare Lumber Co.

LeSueur, Minn.—The Hubbard Milling Co., of Mankato, has taken charge of the mill eltr. with Edward Weirwill as representative.

Warren, Minn.—The St. Anthony & Dakota eltr. collapsed Nov. 11, and 1,000 bus. of flax was spilled. The bldg. will be thoroly repaired.

Cannon Falls, Minn.—W. W. Wilkerson is again in charge of R. E. Jones' south side eltr., Mr. Reiter having been transferred to Alma, Wis.

Fergus Falls, Minn.—Olaf Holstrom, a wheat buyer of Parker Prairie, indicted on a charge of embezzling \$500, was sentenced Nov. 15 to three years at Stillwater.

Lamberton, Minn.—Edwin Anderson, J. H. Roth, Geo. W. Royer, Chas. Newdall and Jno. Haas have been appointed a committee to secure stock for the purpose of erecting an eltr.

Alden, Minn.—The W. H. Walker Milling Co.'s mill and eltr., with 4,000 bus. of wheat and 4 cars of flour, were burned Nov. 18. Loss, about \$18,000; partly insured. The fire is supposed to have been caused by sparks from the smoke stack lodging in the dust spout.

## MISSOURI.

St. Louis, Mo.—Mr. Pease has withdrawn from the Dayton-Pease Co.

Kansas City, Mo.—R. W. Hoel, grain inspector of the Missouri inspection department, died Nov. 17.

Kansas City, Mo.—The Missouri Grain Co. will build a 150,000-bu. eltr. in Harlem, Kan., on the Washash.

St. Louis, Mo.—New rules for compelling the settlement of grain future contracts are being talked of.

St. Louis, Mo.—The trustees of the Missouri Valley Grain & Export Co. have obtained an attachment on a claim against S. M. Bird for \$4,649.

St. Louis, Mo.—A. L. Deibel, formerly of Atlanta, Ga., is now connected with the National Commission & Storage Co. and also with the Anchor Hay & Grain Co.

St. Joseph, Mo.—Jos. H. Davidson has brot suit against the Harrouns and their trustees, asking for the appointment of a receiver, alleging that he was overlooked in the settlement made some time ago.

St. James, Mo.—Wm. Heller has bot E. S. Max' interest in the eltr. here, and will improve the property. The old post office room which he has leased will be used for the storage of his flour and feed. Mr. Roose has been appointed mgr. of the eltr.

## NEBRASKA.

Papillion, Neb.—J. C. Wright & Son's eltr. is about completed.

Hampton, Neb.—H. O. Barber & Sons, of Lincoln, have bot J. M. Cox's eltr.

Omaha, Neb.—The Nebraska-Iowa Eltr. Co. has completed its eltr. at Gibson.

Beatrice, Neb.—The Farmers' Eltr. Co. has commenced work on its building.

Wakefield, Neb.—J. O. Milligan has been elected a representative in the state legislature.

Randolph, Neb.—The Peavy Eltr. Co. has converted a 100 ft. corn crib into a granary, and is storing oats.

Hastings, Neb.—H. Gund & Co. have established an office here, and have appointed C. Koehler as resident local mgr.

Papillion, Neb.—The Clarke Grain Co. has secured a lease from the Union Pacific Railroad for a site for its eltr., and has begun building.

"Have you found out how to arrive at the amount of your assessment for general taxes? If so, will you please tell a brother grain dealer, who that he knew."

Adams, Neb.—The grain men may engage in the general merchandise business to compete with the local merchants who are encouraging the building of a farmers' eltr.

Loomis, Neb.—The Loomis Grain & Milling Co., incorporated with \$50,000 capital stock. Incorporators, J. W. Jackson, T. W. Kiplinger, J. W. Morrison and L. K. Doherty.

Western, Neb.—E. McCann has been succeeded by The E. McCann Grain Co., incorporated with \$25,000 capital stock. Incorporators, E. McCann, C. E. McCann and A. C. Gross.

Omaha, Neb.—Nathan Merriam, senior partner of Merriam & Holmquist, says they contemplate building a 200,000-bu. eltr. during the coming year, to be equipped with all modern appliances.

Omaha, Neb.—The West Omaha Milling Co., incorporated with \$10,000 capital stock, has bot an eltr. and feed mill on the Missouri Pacific belt line, in Dundee, which will be enlarged to manufacture corn meal. Incorporators, Wm. H. Pindell and R. W. Pindell.

Omaha, Neb.—A. B. Jaquith has dropped his suits against Nathan Merriam, F. S. Cowgill and the Grain Exchange, growing out of the alleged failure to deliver corn of the grade Mr. Jaquith had bot when running his little

deal in the May option. All the parties have agreed to dismiss the suits.

Omaha, Neb.—The Independent Eltr. Co., at a recent meeting, elected the following officers: G. W. Wattles, pres.; A. L. Reed, sec.; Frank Murphy, treas.; and considered plans for the new eltr. which is to be almost entirely of steel. The plans are for 10 round steel tanks, each of a capacity of 100,000 bus., arranged five on each side of the eltr., containing the machinery. The cost will be \$250,000.

Omaha, Neb.—The Grain Exchange has several plans under consideration for the improvement of the option market. One plan is to make Chicago warehouse receipts tenderable on contracts, the same as at Milwaukee. This would make the Omaha pit quotations the same practically as Chicago, and would do away with the corners that are so easily manipulated with the limited storage capacity at Omaha. It is thought that this arrangement will result in the execution of many orders in Omaha that now are wired to Chicago.

Omaha, Neb.—The Omaha Grain Exchange, at the annual election, Nov. 9, re-elected the old officers and directors. The officers are: G. W. Wattles, pres.; S. A. McWhorter and E. E. Bruce, vice-pres.; A. H. Merchant, secy.; E. E. Reed, treas. The directors for four years are: G. W. Wattles, S. A. McWhorter, F. P. Kirkendall; for three years: E. E. Bruce, A. L. Reed, A. C. Smith; for one year: N. B. Updike, A. B. Jaquith, and Nathan Merriam. All standing committees were re-elected and the names of T. D. Worrall and A. H. Bewsher were added to the quotation committee.

## NEBRASKA LETTER.

Riverton.—Chitwood & Chittick have succeeded W. A. Chitwood at this point.

Palmyra.—Jos. Whyte, who recently purchased an eltr., has leased it to the Ewart-Wilkinson Grain Co. of Lincoln.

Burruss.—The Burruss Grain Co. has been succeeded by the A. Keohler Co., and A. Keohler & Co. also succeeded to the membership of the Burruss Grain Co. in the Nebraska Grain Dealers Assn.

Platte Center.—Chas. F. W. Bloedorn & Co. will operate the eltr. at this point formerly operated by the Westbrook-Gibbons Grain Co. They have become members of the Nebraska Assn.

Linwood, Neb.—The Dawson Grain Co. will operate Linwood and Edholm in the future. Mr. Dawson was formerly with the J. F. Twamley & Son Co., which company was operating a terminal house in Omaha as well as the country stations.

Clatonia.—The Evans Grain Co. of Lincoln, has purchased the eltr. formerly operated by J. H. Steinmeyer. In the future all the eltrs. formerly operated under the name of J. T. Evans, including those at South Bend, Murdock, Alvo, Prairie Home, Meadow and Richfield, will be operated under the name of the Evans Grain Co., with headquarters at Lincoln, Neb.

Lincoln.—The Kansas City & Northwestern Railroad has attacked the constitutionality of the Ramsey law, passed by the last Legislature, and has declared the Farmers Gr. & Eltr. Co. of Virginia, Neb., to be a trust. The Farmers Gr. & Eltr. Co. applied for a mandamus to compel the railroad company to lay a side track to its eltr., which was off some distance from the tracks. This they refused



to do, stating that the business was already taken care of at that point, and further that they had the right to reserve part of their right-of-way for speculative purposes. This is the first real test of this law, and the outcome is being watched with a good deal of interest by all the companies which at present have no side track facilities. The law is declared unconstitutional because it compels the railroad to construct tracks over and upon its own land at its own expense, and to furnish labor and material therefor.—E. C.

### NEW ENGLAND.

Peabody, Mass.—A. P. Ames, of Boston, has bot Day, Richardson & Co.'s grain and hay business.

Nashua, N. H.—O. B. Tilton is enlarging the boiler room of his eltr. and is installing a 90-h. p. boiler.

Portsmouth, N. H.—The malt house of the Frank Jones Brewing Co.'s plant was burned Nov. 18. Loss, \$150,000.

North Anson, Me.—The Carrabassett Stock Farm Co. has bot Mark Emery & Son's eltr. and grist mill. The business will be carried on in connection with the stock farm of the purchaser.

Boston, Mass.—The biggest bucket-shop crash in recent years in the New England states was that of the Federal Stock & Grain Co., on Nov. 11. The victims of this swindle number about 3,000, and their losses aggregate \$150,000.

Hartford, Conn.—The suit of Albert C. Field against the L. C. Daniels Grain Co., for \$1,300, resulted from a purchase of 15,000 bus. of corn by the Daniels Co. from W. H. Merritt & Co. It is alleged the Daniels Co. refused to honor draft and refused to accept the corn. The contract price was 61 cents per bu., and finally the grain was sold at 54½ cents.

### BOSTON LETTER.

Surveys for a new route to be constructed by the New York Central, from Boston to New York, by way of Springfield, are said to have been going on for some time, with the idea of constructing a line to compete with the N. Y., N. H. & H. in both passenger and freight traffic.

The freight sheds and pier No. 5 of the Hoosac Tunnel docks with \$50,000 worth of freight for which the Boston & Maine is responsible, were burned Nov. 17. Loss partly covered by insurance. The structure will be rebuilt at an estimated cost of \$100,000. During the work of construction the steamship lines will be accommodated at the other Hoosac Tunnel and at the Mystic wharf terminal.—H. B.

### NEW JERSEY.

Trenton, N. J.—The Hoboken Tank Storage Co., incorporated with \$125,000 capital stock, to deal in corn products, starch, etc. Incorporators, H. L. Hobart, Geo. B. McGinnis, H. C. Christianson, and H. R. Healy. Agent in charge, Harry C. Christianson.

### NEW YORK.

Lyons, N. Y.—Wallace Sutcliffe has leased W. P. Mirick's malt house for this year.

New York, N. Y.—Samuel Ingersoll, of Horace Ingersoll & Co., and a leading member of the hay and grain trade, died Nov. 10.

Buffalo, N. Y.—Richard Bullymore, Jr., of the firm of J. H. & R. Bullymore, maltsters, died Nov. 19.

New York, N. Y.—Forbell & Tilton have appointed as mgr. of their corn business, F. H. Andrews, who for many years has been identified with the grain trade of New York.

New York, N. Y.—Trading in pig iron on the Produce Exchange, which has just begun, is conducted in 100-ton lots, on which the commission is \$5 each way. The calls are two daily, 11 and 2 o'clock.

Brooklyn, N. Y.—After a long spell of idleness there is a prospect of a grain business again on the Brooklyn water front. The New York Dock Co. has contracted for at least 1,000,000 bus. and Dow's eltrs. are at present engaged in taking in half that amount. This is for the local mills. It is said that when called upon, the supplies at Buffalo could not always be obtained without much delay and that this rendered nearer storage desirable. There is also expected considerable bonded Canadian wheat, as the local mills have been bonded to mill this foreign grain for export. The grain storage capacity of the Brooklyn eltrs. has been reduced from about 19,000,000 bus. to 7,000,000 bus., distributed as follows: Dows' eltrs., 3,000,000 bus.; Nye's and McCormick's eltrs., Atlantic Dock, 1,000,000 bus. each; Beard's, Erie Basin, 2,000,000 bus. While there is not the smallest probability of any export wheat from here of any account, the mere storage of grain would do a great deal to revive business on the water front and open up a good deal of work for labor. Strangely enough, despite the fact that wheat is about at the top notch, the Portugal steamship Peninsular, takes out 30,000 bus. to Lisbon, although Argentine and Russian wheat can be bought at a much lower price in Europe. Considerable amounts of corn are expected at Beards' eltrs., and there is a fair amount of wheat there for the local mills, held all summer.—Eagle.

### BUFFALO LETTER.

The California wheat samples on 'Change are pretty inviting and it is reported that millers who have not too many exact brands to keep in line are taking the wheat quite readily.

H. G. Anderson of the grain firm on 'Change bearing his name, has been elected pres. of the St. Andrews Scottish Society and will do what he can to push the idea of a hall for the society, which is in a flourishing condition.

The Western Elevating Assn. has appealed the case of Spencer Kellogg against it, charging conspiracy against the Kellogg eltr. on rates between Buffalo and New York. The verdict was \$7,286, obtained Nov. 10, in supreme court.

The general eltr. situation is as tantalizing as ever. There does not appear to be a great amount of grain here and yet the eltrs. are practically full. This is said to be on account of the practice this year of dealing in so much smaller lots than formerly, the buyer clinging to the notion that grain wud be lower right away.

The Export Eltr. is temporarily idle on account of a wrecked leg, it having only one. The Mutual has taken very little winter grain so far, as it was feared it wud interfere too much with transfer business. Cars are so terribly uncertain that the utmost caution has to be maintained. No storage grain on New York

Produce Exchange contracts has been taken here yet.

It is still terribly dull and slow on 'Change on account of the unfavorable grain situation. Some new corn is in now, which promises to help the market some, in spite of the fact that much of it is very wet. The lack of dryness will probably prevent lake shipment of new corn to any extent, but it is noted that it sells when it comes in by rail, for old corn has run down very low.

At the November meeting of the Chamber of Commerce the membership was materially increased. The body is very active now, but has not that it necessary to take up the war against certain members of the Legislature who have announced their intention to open up against the canal enlargement law at the next session. The people have spoken and it will hardly be well to oppose their verdict.

The Washburn-Crosby mill is preparing to take the lead in Buffalo, as the same interest did in Minneapolis, in milling Canadian hard wheat in transit. The arrangement is practically all made and the company will soon begin to lay in a supply of Canadian wheat. There has always been an arrangement with the eltr. pool which did away with the bonding of individual eltrs., so the mill will receive the wheat without any red tape and will merely be obliged to preserve the identity of it till the flour is sent abroad. The move will open the Canadian wheat fields to Buffalo as nothing else has ever done, tho it must be regretted that none of the flour can be used here.

The actual sensation in the Ontario Eltr. case now is the reported discovery of quite an amount of charred timbers in the foundation of the structure by the workmen, enough, it is claimed, to give at least a good color to the claim, made from the first by the owner, that the eltr. was destroyed by an explosion of dust and that there were people who saw the top of it rise in the air before it went down. The insurance companies have all along scouted the idea of fire and refused to take any steps towards an adjustment, but the case at least looks somewhat different now. What makes the theory of an explosion the more plausible is the fact that the ruins fell in all directions, there being about as much scattered on the land side of the building as on the water side, which wud hardly be expected in case the timbers had settled into the water merely from undermining. Considerable progress in the removal of grain from the fallen eltr. has been made, something like 150,000 bus. of barley having been recovered. It is estimated that there is nearly as much more, but that is now comparatively safe, as it is covered by tarpaulins. There appears to be a sort of Providence in the case, for since the eltr. fell on October 30th not a bit of rain or snow has fallen, so that the work of grain salvage has gone on without delay.—J. C.

### NORTH DAKOTA.

Bottineau, N. D.—J. N. Greiner and John McKenzie are now buying wheat on the track.

Milnor, N. D.—The Farmers' Mill & Grain Co. has installed a system of electric lights in eltr., warehouse and mill.

Hannah, N. D.—Jos. Catherwood, a real estate dealer, and an employe named

Young, have been taken before U. S. Commissioner McLean on the charge of having smuggled 150 bus. of wheat from Canada to an eltr. at Hannah.

## OHIO.

Enon, O.—T. J. Reidnauer is erecting an eltr.

Tremont City, O.—Omer Snyder has bot E. E. Gard's eltr.

McKays, Sta. Clare P. O., O.—M. E. Earley & Co. are no longer in the grain business.

West Cairo, O.—Maurer Bros. have been improving their eltr., and have built an engine room.

South Charleston, O.—The Houston Co. recently organized, has bot Houston Bros.' eltr., store and lumber yard.

Columbus, O.—The court has ordered a Cincinnati bucket-shop to pay all claims on Claude Meeker, amounting to \$15,000.

Cincinnati, O.—A local assn. of the wholesale grain dealers can find a good field in which to work to eradicate some of the evils that the trade is suffering. Such an assn. merits the support of all the grain receivers.

Norwood, O.—J. W. Tidball & Co., are the only feed dealers in this place. They have a large and lucrative trade, but are not satisfied with ordinary profits, so send men to buy and scoop grain at country points. Good opening for a live feed dealer.

Columbus, O.—The court has dismissed the contempt proceedings against Clement J. Stoeckle, charged with refusing to turn over certain assets of the West Side Eltr. Co. to David McDonald, receiver, as Stoeckle, became the owner of the property before the receiver was appointed.

New Carlisle, O.—The names of the successors of the late Oliver Sullivan were erroneously given in this column, Nov. 10. The eltr. at Donnelsville has been leased by W. W. Morris, of New Carlisle; and the one at Rex, O., has been leased by J. A. Brubaker, who receives his mail at Rex.

Bowersville, O.—In reply to the Journal's inquiry I will say that on Nov. 1, 1903, I sold a two-thirds' interest in my plant here, and purchased a one-third interest in the Miami Grain Co., at Xenia, Waynesville, Jamestown and Octa. The Miami Grain Co. is incorporated with \$50,000 capital stock. I am mgr. of the plant at Bowersville and pres. of the Miami Grain Co.

## TOLEDO LETTER.

Delphos, O.—Ireton Bros. & Eikenberry have erected a commodious office building next to their eltr.

The Cronenberg Stock and Grain Co. opened an office for business last week. Private wires have been leased.

William R. Worts, formerly of Worts & Emmick, but more recently with the Toledo Eltr. Co., has gone to Chicago to act as representative for the United Grain Co. Mr. Worts will move his family to Chicago in the spring.

It is believed that this port is in dire need of some marine legs. There is but one small leg in operation here, and that at the plant of the National Milling Co.'s eltr. There is no lack of sea legs, but there is of marine legs whereby grain can be unloaded from boats. Considerable

wheat, shipped from the Northwest this season to this section, has gone to other points along the southern shore of Lake Erie and thence by rail to the various points inland. These other points are equipped with marine legs.

"Wheat must take a big tumble before long," said James Hodge, of the United Grain Co. "When the United States is being offered wheat at \$1.04 from the fields of the Danube and it can be delivered at that price at New York, it is high time there was being something done in this country. The wheat from the Danube will stand a test of 64 lbs., while the wheat here is less than 60. Wheat is entirely too high and flour has followed in the same course, making both to a very great extent prohibitive. When such as the present exorbitant prices prevail, the people turn to oats, corn, potatoes, apples and other foods which this year enter very strongly into competition with high priced bread. The government report will bear me out in my statement that this year we have the largest crop of oats, corn, potatoes and apples that has ever been known. These crops are selling at figures far below that of wheat. As the result, we find the middle and poorer classes eating more of mush, corn bread, oat meal and potatoes than has ever been known in the history of the country. The people won't stand for the high prices of wheat."

That the railroads have seriously affected the movement of grain by water can be readily seen by examining a report which has just been compiled at the Custom House. In 1894, there were 12,734,781 bus. of wheat shipped from this port, compared with 498,000 bus. to Nov. 1, this year. On the other hand, in 1895 there were 2,596,618 bus. received by boat at this port as compared with 216,000 bus. received thus far this year. With corn, the report contains more interesting information. Ninety-six thousand bus. were received during 1900. The shipments of corn which have been made by water for 12 years past include 5,534,758 bus. of corn sent out by boat in 1893, as against 44,000 bus. this year. The season is just about over so far as movement by water is concerned, so the above figures will undergo very little change in the receipts and shipments for this year. The railroads are now carrying the grain at lower rates and have thus supplanted the marine service. A number of grain boats formerly in service are now out of commission and have been tied up for the past few seasons.—H. D.

## OKLAHOMA

Deer Creek, Okla.—The Blackwell Milling Co. has appointed A. E. Deere as mgr. of its eltr.

## PENNSYLVANIA.

Indiana, Pa.—J. L. Orr is building an eltr. near the B. R. & P. Railway. It will be 40x40 ft., 3 stories high, constructed on concrete blocks, and equipped with modern machinery.

Chambersburg, Pa.—Geo. W. Walker, of Edenville, has leased the Western Maryland Eltr., and has succeeded J. L. Reside. The lease will take effect Dec. 1, and Mr. Walker will remove in the spring to Chambersburg.

Bareville, Pa.—M. S. Graybill's warehouse was burned Nov. 14. The fire was



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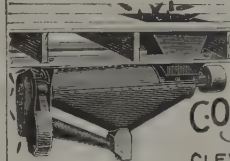
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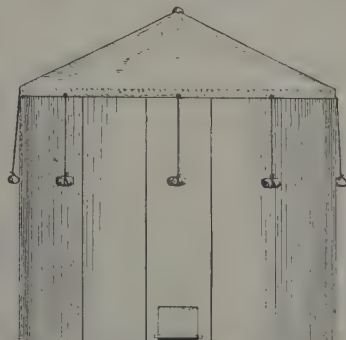
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caused by the crossing of the telephone wires with a highly charged trolley wire. The loss was partly covered by a \$4,300 insurance.

#### PITTSBURGH LETTER.

There is still an excellent demand for straw of all kinds, good, sound stock being the quality desired. Rye straw is leading and really fancy prices are being secured, while oat and wheat are firm as quoted.

There is not much doing in rye at present, for distillers are not in the market to any great extent, and, when they are not purchasing, there is little opportunity to sell rye, there being no call for it for milling purposes.

Millfeed is dull, and causing dealers to look with ill favor upon transactions in this line. The demand is so light, and purchasers so indifferent that it is well-nigh impossible to make sales at any profit, and actual loss has been the result of some transactions. Prices are being slowly lowered, but not fast enough to suit conditions here.

After many days of patient waiting the new price bulletin of the Pittsburgh Grain & Flour Exchange has at last become a reality, and its supporters are much pleased with its appearance. There are not as many subscribers as wanted, and a few sample copies are being distributed. It is in no sense a newspaper, but gives a number of statistics which are of use to all interested in the trade at this place.

There has been quite a great deal of complaint regarding the condition of scales at railroad yards for some time past, and the Exchange has taken up the matter, appointing a committee to investigate the trouble and have it rectified. The city has been gone over, and there is not much doubt that the trouble here has been corrected. Outside points are now coming in for their share of attention, and will be thoroughly canvassed.

The Try street yards of the Pan Handle railroad have been visited by thieves a number of times lately, and cars of hay and grain have been pillaged. This has received the attention of our alert dealers, and the discovery made that only one watchman is being employed instead of two as was formerly the case. There is promise on the part of the railroad people that greater care will be exercised, and that the thieving will be stopped.

Too many oats in recent weeks operated against the brightening of market conditions to a very great extent, and, while prices show a slight improvement as compared with a month ago, selling is quiet, and there is no inclination to purchase in large quantities. Oats have been consigned here very freely from the west for some weeks, and the fact that shipments for a few days past have not been so heavy is gratifying. There is not room for large consignments just at present.

For about two weeks new ear corn has been coming into the Pittsburgh market, and so far there has been little cause for complaint as to quality. Proof of this is found in the fact that buyers are ready in many instances to show a preference for new over old, being willing to accept the lower quotations as the weight of influence which causes them to transfer their allegiance from the old so early in

the season. Prices for new have ranged about ten cents a bushel under old.

New shelled corn has very nearly a clear field, for old is almost entirely a thing of the past. Such as has come in recently has been mostly in split cars of corn and oats, few whole carload shipments arriving. There is considerable request for the old, however, with buyers seeking it in preference to the new, not having switched over as readily as was the case with ear corn. This caution was good judgment, too, for there has been some shelled corn arriving out of condition, dampness and heat both being reported.

Business in hay and grain was much improved during the past week, and a much more hopeful feeling prevails among dealers. The I-told-you-so expression has been seen on many faces since the election. This change for the better became evident about ten days ago, and, notwithstanding a continuance of heavy receipts, there has been no decline in prices since then for best grades of timothy, clover and clover mixed hay. It is matter of comment that never in past years has hay come forward so abundantly at this season of the year, and so much stock during previous seasons would have caused decided slumps in the market, which would have occasioned heavy losses. Receipts are moving out in a most satisfactory manner. The only shortage reported has been in clover and clover mixed, which could have been handled in slightly increased quantities.—C. H.

#### SOUTH DAKOTA.

Pollock, S. D.—Weinstein Bros. are building a flat house.

Willowlakes, S. D.—The Northwestern Eltr., which was wrecked by a cyclone recently, has been rebuilt.

Armour, S. D.—Wait & Dana have completed their modern eltr. It is 26x30, 70 ft. high and cost \$4,000.

#### SOUTHEAST.

Albany, Ga.—L. S. Plonsky and D. G. Davis have bot the Albany Grain Co.'s business.

Savannah, Ga.—The warehouse of the Seaboard Air Line Railroad was burned Nov. 12, with \$30,000 worth of grain and merchandise.

#### TENNESSEE

Chattanooga, Tenn.—R. W. Thomas & Bros. warehouse was burned Nov. 7. Loss about \$6,000.

Nashville, Tenn.—Bennett & Hawkins have succeeded Bennett, Hawkins & Co., brokers in grain, hay, flour and provisions.

Fayetteville, Tenn.—H. K. Holman will soon have in operation his steam corn sheller and shuck baling press, which cost about \$6,000.

Nashville, Tenn.—The Nashville Eltr. & Warehouse Co. will erect two houses at the main plant of the company on the N. C. & St. L. Ry. and the L. & N. R. R., and one at the sack plant, at a cost of \$5,000.

Nashville, Tenn.—Abernathy, Langham & Shook have been succeeded by Abernathy, Green & Shook, Jno. Langham having sold his interest to J. A. Green, who has sold his interest in the firm of Green & Hughes to Mr. Hughes.

#### TEXAS.

Fort Worth, Tex.—The Updike Grain Co. has opened a business here.

The Lumpkin Flour Mills, of Meridian, Tex., have joined the Texas Grain Dealers Assn.

Denison, Tex.—A movement is on foot to organize a stock company to buy the Beall Mill & Eltr. Co.'s plant.

E. G. Rall, of Fort Worth, and T. P. Turner, of Cleburne, Tex., have resigned from the Texas Grain Dealers Assn., Mr. Turner having retired from the grain business.

Mart, Tex.—The Mart Grain & Eltr. Co., composed of C. D. Whiteley and John S. Graves, is a new firm dealing in grain, hay and feed, and shelling corn in transit.

Galveston, Tex.—The Texas Star Mills have been sold by the Reymershoffers for about \$250,000 to H. Kempner, of Houston; Frank Kell, of Wichita Falls; M. Lasker and T. J. Groce, of Galveston.

Greenville, Tex.—Planters Compress & Eltr. Co., incorporated with \$20,000 capital stock to purchase, construct and operate grain eltrs., mills, etc. Incorporators, Y. O. Adams, E. W. Harrison, W. C. Kerr, R. K. Adams, S. B. Brooks and C. M. Dollins.

Fort Worth, Tex.—The Burrus Mill & Eltr. Co., incorporated with \$100,000 capital stock, to construct, purchase and maintain eltrs., mills and public warehouses. Incorporators, J. Perry Burrus, Jesse Shain, J. S. Heard, S. D. Heard, W. R. Newsome, J. L. White, W. C. Burrus, L. A. Scott, E. W. Kirkpatrick, J. P. Crouch and E. W. Morton.

Nederland, Tex.—A rice eltr. has been completed by the Nederland Rice Milling Co., the first house designed to handle rice in bulk. The eltr. was erected in 26 days at a cost of \$20,000. To store separately the large number of grades of rice the interior of the frame structure is divided into 24 bins, each of 2,500 bags' capacity, giving a total storage of 60,000 bags. From the sink under the wagon dump the rice is elevated by 2 stands of eltrs. to the cupola, to fill the bins, or to the combined cleaner, grader and drier on the first floor. Doing away with the sacks and the attendant labor is expected to effect a saving of 30 cents per sack in the cost of handling. The building is 60x40 ft. and 80 ft. high, and is covered with corrugated iron. It adjoins the company's rice mill.

Sold Mr. Farmer 200 oat bags at a profit of \$1.00; 30 days later bought of said farmer 1,000 bu. oats and sold same at a profit of \$10.00; 10 days later received message from consignee saying, "Car oats arrived in bad condition—some sacks rotten, oats mildewed. Here subject to your order," and after days of worrying and wiring, the consignee, or some sympathizing friend, is induced to accept them at a reduction of, say 3 cents per bu., or \$30.00 on the car. Then the dealer's imaginary profit of \$11.00 becomes an eyesore in the shape of a \$19.00 loss, to say nothing of telegraph expenses, unpleasant controversy, and probably the loss of any future business with a good customer.

#### TEXAS LETTER.

The New Century Milling Co., Dallas, is preparing to let a contract for a 500-barrel addition to its plant, making it 1,500 bbls. capacity. The company which controls the New Century plant and other

plants in north Texas have also in contemplation the erection of a 1,000-barrel mill at Ft. Worth.

There was a meeting of the Texas Credit Men's Assn. held in Dallas on the 19th to secure certain changes in the credit laws of the state, notably a law to prevent the sale of stocks of goods in bulk without due notice to the creditors. The meeting was largely attended and representatives were present from all parts of the state.

The Rock Island Ry. in making the flour and grain rate the same from Oklahoma City and Oklahoma points to Amarillo and points in Texas on that line has stirred up trouble for itself. The Texas Millers Assn. held a meeting in Ft. Worth on the 15th to take up the matter and a committee was appointed to present the matter to the Railroad Commission of Texas. Commissioner Mayfield of that body stated that he was in favor of instituting proceedings in the courts for the forfeiture of the charter of the Rock Island, but the Commission finally decided on a 20 per cent reduction straight through the grain tariff No. 32-B between points in Texas on the Rock Island Ry. The Rock Island has issued notice that the reduction was simply an error in making the tariff sheet, that it had been corrected and that it had not collected the reduced rate or protected it in any case and would not do so. General Freight Agent McCabe of the Rock Island makes the following statement of the matter: "The issuance of those rates was an error and long before my attention was called to the matter steps were taken to correct them. The rates on wheat were advanced from 15 and 16c referred to 20½ cents and from 14 cents to 18½ cents on corn. The party publishing the rates were notified on Nov. 2nd to make the correction referred to." The Rock Island claims that the flour rate has been the same as wheat even before the Rock Island went into the Panhandle country and that copies of the tariff had been filed with the Commission a long time ago and no complaint had to this time ever reached the railroads. Just what action will be taken by the Rock Island or the Commission at this stage of the trouble is hard to forecast, but further action may be looked for, as the reduction applies on all classes of grain and grain products, including hay, etc.—J. S. W.

## WASHINGTON.

Colville, Wash.—J. H. Lasswell will build a 50-barrel capacity flouring mill, to be run by electricity.

## WISCONSIN.

Cashton, Wis.—H. E. McEachron & Co., of Wausau, have bqt Brody & Seitz' eltr.

Baldwin, Wis.—Albert Guerink has bot a half interest in J. P. Larson's grain business, which will be continued under the firm name of Larson & Co.

La Crosse, Wis.—The S. Y. Hyde Eltr. Co. has sold 13 grain eltrs. located in different cities and villages in South Dakota, but is by no means going out of business, as it is still operating some 55 eltrs.

## MILWAUKEE LETTER.

One of Elijah's official ravens, viz., the grain buyer for Zion City, was in Mil.

the other day, to provide provender for the flock. F. J. Jones was the name he left on the register.

More barley was shipped from here to lower lake ports last month than ever left Mil. in the same period of time before, the total of cargoes figuring up more than 2,000,000 bus.

It is useless to ship buckwheat to this market unless perfectly sweet. There has been a brisk trade in that grain on the present crop and choice samples sell well, but much of the yield seems to be of off quality.

One of the effects of the new commission rule has been to cause the buying of memberships by a large number of outsiders. Among these are J. L. Tracy, W. A. Thomas, N. V. Saemann, J. F. McCarthy and A. F. Gould.

There is an excellent demand here for shelled corn, but when in the ear it cannot be sold to advantage, and Western shippers should take note of that fact. If they do not have facilities for shelling, they can have the work done in transit at fair rates.

Millers here continue to have brought in for them cargoes of wheat from other ports and neglect offerings on the sample tables which are often of better quality. This appears to be due to a desire to purchase in round lots, but the effect on the market is bad.

Harry and Alex. Berger, who are gentlemen farmers in old Virginia, have been spending a short time on their plantation there. One of the wealthiest grain dealers here, who expressed a wish that he might do likewise and was asked why he didn't, said he couldn't "afford" it.

One of the features of the market has been the heavy demand for rye both from millers and shippers, and the high prices ruling have brought in shipments from unusual sources. The advance in the commission rate, which is now the same as at Chicago, takes away one inducement for sending the grain here, but this does not seem to have had any effect on receipts.

The Supervisors of Grain Inspection and Weighing have had their attention called to a very clever device for affixing private seals to the doors of cars, and it is not unlikely that this will be put to use here. It is said that the R. R. Co's are again growing lax in the matter of guarding the tracks and that thefts of grain are common, especially on the outskirts of the city.

Misunderstanding has already arisen in regard to the rate of interest to be charged on advances. In drawing the new rule it was the intention that this should provide for applying the "current bank rate," but the latter is variable and amounts to more in some places than others. Must the Mil. rate be applied, or is it permissible to use a lower one that may prevail where the funds are loaned? That is the question that awaits solution.

Thus far the month has been a very poor one for Mil. receivers, and there is grave doubt expressed that they will be able to recoup the loss during the balance of the season, for the huge crops of coarse grains that were reputed to have been raised in the sections tributary to this market seem to have been

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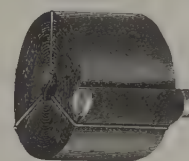
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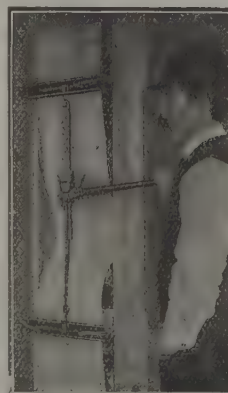
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Stretches any belt to proper tension. Readily applied; one man does all the work. Clamps can't slip nor mar. No wrench needed. Strong, durable, economical—a great time and labor saver.

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a good deal of a hoax. Reports indicate that a large percentage of the grain is already out of first hands and farmers' deliveries do not increase materially. The excuse that they are "busy with their corn" is getting to be rather old.

Receivers here have been trying to get the Mil. road to enter into traffic arrangements with the new S. D. Central R'y by which rates will be made to this city, which is now shut off from that line entirely. The latter taps a rich territory that has always sent a large quantity of grain to our market via the other roads, but what most moves the minds of dealers is the fear that the example set in this case will be followed to a greater extent in future by the R'y's of that section. Poor Milwaukee has to fight hard for existence as a leading grain market, and all because two R. R. systems control its destinies—from their offices in another state.

Great indignation has been elicited among all classes of shippers and receivers of freight by the announcement of the N. W. lines that after Nov. 22 the full minimum capacity of each car used will govern charges, without any regard to the size of the empty *ordered*. This arbitrary action was at once taken up by the Mil. Chamber of Commerce and the Merchants' & Manufacturers' Ass'n, and letters have been written to the traffic officials of the C. & N. W. and Omaha roads asking that the order be rescinded. If allowed to stand it will work much hardship to shippers and result in establishing a precedent for other R. R. systems to follow, so that vigorous protest ought to be made by all who will be affected.

One of the leading attorneys of this city recently stated that he was firmly convinced of the adequacy of existing R. R. laws in this state to compel the carriers to lower rates to a reasonable basis, as compared with what they are charging in Illinois for similar service, and he would be willing to "put through" any case which the Chamber of Commerce might be desirous of bringing as a test, although he did not court one, as it would involve the sacrifice of other business. "What we need," said he, "is to have the present statutes enforced," and there is much force in this remark, which will apply to many parts of the country besides Wis. There is no noticeable tendency on the part of public officials to do much more than draw their salaries. Such an offer as that of the attorney mentioned ought to be taken up at once in the public interest.

Our friends at the North should not be disheartened by the rejection of their proffers to aid in erecting a new eltr. here, for there is no reason why they should not "butt in" at any time and build another house entirely with their own funds. There is ample room for several more eltrs. and Minneapolis alone could furnish enough grain for Eastern shipment to keep them worked to their full capacity. We speak by the card when we say that W. H. Dodsworth, Gen. Agt. of the Mil. road, will do his utmost to aid in securing the best of sites, and doubtless Mr. Cheyney of the N. W. is just as ready to help on the good work. With the finest port on the lake and an almost virgin field for enterprise, Mil. offers every inducement for people with "push" to enter the grain shipping business here. It is true that we have a

few firms with mottoes brought up to date.

A service of great value to barley growers throughout the N. W. has been performed by the owners of the Schlitz Brew. Co. in cultivating on their farm near this city to different varieties of the grain which were selected from the best seed to be obtained in Europe and Nor. Africa. Samples displayed in the office of Sec'y Langson show that the results attained have been marvelous, and as soon as sufficient quantities can be raised for seed purposes, a careful distribution will be made to some of the best farmers in this state. The soil and climate of Wis. seem to be well adapted to all ten kinds of barley, and care has naturally been used by the brewing company to secure varieties which will malt evenly, thus avoiding the freak results that have come from some of the well meant but indiscriminate experiments of official bureaus, which have concerned themselves chiefly with the *size* of the crop instead of its utility.

The grain men of this city have at last come to the point where, instead of relying solely upon one of the R. R. Co's to provide terminal transfer and storage facilities, they have decided to help themselves, by building in place of the burned Eltr. "C" a fine modern house, with steel tanks, the capacity of which will be about 700,000 bu. at the outset and can be indefinitely increased by adding more tanks. Berger-Crittenden Co., whose motto is that "All things come to those who hustle while they wait," are said to be the moving spirits in the deal, which will be financed wholly by Milwaukee capital. A few months ago the offers of funds from Minneapolis and Duluth that are alleged to have been made, of late, would have been eagerly snapped up; but a change appears to have come over the usually stolid Cream City burgher, and he has made up his mind to put up this house himself "or bust." Nothing but a fire could have done it.—I.

The fondness of the Briton for odd weights and fractions in measures finds expression in 130 different definitions for the bushel in Great Britain. Bushel weights in different country markets are so varied that no one not in the secret can compare values.

A secret meeting of independent distillers was held Nov. 11 at the Great Northern hotel, Chicago, to combat the cut in price made by the American Spirits Mfg. Co., known as the "whisky trust." The 10 firms represented at the meeting agreed to maintain a uniform price.

"c. i. f." stands for cost, insurance and freight, and means that the only deductions which are to be made from the invoice are the freight charges and the commission agreed upon. "net c. i. f." terms do not include commission. Cost is the selling price of the goods at the seller's station.

With the American wheat markets 20 to 25 cents above an export basis it seems they can advance no farther without a corresponding rise in Europe; while a decline in Europe must pull down America. Purchases in Europe hedged against by sales in America shud yield a profit of 20 cents per bus. to the tenacious investor who can wait for conditions to become normal.

## Seeds

M. Ribsam has succeeded C. Ribsam & Sons, seed dealers at Trenton, N. J.

Lathrop, Mo., Nov. 11.—Timothy seed is a large crop and a good yield.—Chowning Grain Co.

The H. E. Meeker Seed Co. has been formed to succeed H. E. Meeker & Co. of Bay City, Mich.

T. W. Wood & Sons, of Richmond, Va., have been awarded the grand prize for their exhibit in the seed department at the St. Louis Exposition.

Timothy is a native of Europe. It is a standard meadow grass thru all the northern states as far west as eastern Nebraska and south to Virginia and Tennessee.

The A. A. Berry Seed Co. has been incorporated at Clarinda, Ia. The capital stock is \$75,000; and the incorporators are A. A. Berry, pres., and W. C. Affel, secy.

The abominable practice of seeding land with the chaff from the tail of the threshing machine will give the farmer plenty of sand burrs and numerous other troublesome weeds.

Clover seed amounting to 4,016,087 lbs. was exported during the nine months prior to October 1, compared with 9,568,587 lbs. during the corresponding months of the previous year.

Grass seeds other than clover and timothy to the value of \$138,902 were exported during the nine months prior to Oct. 1; compared with \$137,452 worth during the corresponding months of the preceding year.

Timothy seed amounting to 7,341,883 lbs. was exported during the nine months prior to Oct. 1; against 12,099,292 lbs. during the corresponding months of the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of flaxseed during the nine months prior to Oct. 1, 1904, as reported by O. P. Austin, chief of the bureau of statistics, amounted to 25,789 bus.; compared with 1,006,128 bus. for the corresponding months of the preceding season.

The government free seed distribution is to begin earlier this season. The number of packages sent out will be 50,000,000, or nearly 3½ times the quantity given away four years ago. The appropriation was increased last year and the cost of the farce is nearly four times what it was in 1896.

Lansing, Mich., Nov. 10.—The acreage of clover seed harvested is 46 per cent, and the average yield per acre is 1.43 bus. The clover crop is short this year, and this is due to the fact that the clover on many fields was killed by the severe weather last winter.—Fred M. Warner, Secy. of State.

Clover seed continues in a comatose condition. Fluctuations are small and not enough to stimulate speculation. If trade was active, seed would be selling at eight dollars. As long as trade is dull, the bulges will be feeble. Domestic buyers are patiently waiting and hoping for a decline.—C. A. King & Co.

Commercial samples of clover seed form an interesting part of the exhibit of the Dept. of Agri. at the St. Louis Exposition. The seed samples are in a

number of small vessels under magnifying glasses, demonstrating the great variety and large proportion of weed seeds in commercial samples sold as pure.

Clover seed receipts at Toledo, O., for the season ending Nov. 19, were 51,921 bags, compared with 72,109 bags for the corresponding period a year ago. Shipments for the season so far have been 12,721 bags, compared with 9,686 bags for last year. Receipts for the week have been 3,405 bags, against 3,195 bags a year ago. Shipments for the week have been 491 bags, against 300 bags a year ago.

The weed seed most commonly found in clover seed is *Setaria viridis*, green foxtail or pigeon grass, because it meets all the requirements for admission. A weed to occur commonly in clover seed must comply with the following conditions: It must be widely distributed over the clover growing area; it must seed profusely and consequently be very common wherever it grows; it must thrive in cultivated ground; it must ripen its seed in September, about the time of clover harvest; its seed must be about the size and weight of clover seed. *Plantago rugelii* or plantain complies with all 5 conditions.—Bulletin 21, Iowa Agri. College.

Seed receipts at Chicago for the week ending Nov. 19 were 1,067,117 pounds of timothy seed, 123,083 pounds of clover seed, 80,000 pounds of other seeds and 74,940 bus. of flaxseed; compared with 1,126,570 pounds of timothy seed, 135,850 pounds of clover seed, 502,495 pounds of other seeds and 51,600 bus. of flaxseed for the corresponding week a year ago. Shipments for the week have been 79,675 pounds of timothy seed, 31,100 pounds of clover seed, 355,079 pounds of other seed and 3,709 bus. of flaxseed; compared with shipments of 307,210 pounds of timothy seed, 244,450 pounds of clover seed, 1,518,000 pounds of other seeds and 2,070 bus. of flaxseed for the corresponding week of last year.

## TOLEDO SEED LETTER.

"This tail-end of a crop I have always found to have a long tail," said Charles S. Burge, of S. W. Flower & Co., in speaking of the clover seed crop. "I have never seen a crop, but what there was enough to go around. These fellows who are talking of a short crop confine their investigations to northern Ohio, northern Indiana and Michigan, where there is really a short yield. Go elsewhere and there are heavy crops. Ohio in former years has alone produced enough seed to supply the entire United States. As to prices, I have no opinion further than that the speculators may succeed in forcing the price as high as \$9 or \$10. As to the stubble yield, I have seen no good seed yet. There has been seed from the stubble fields on this market which would not sell for more than 15c per bushel, as it contained a lot of rag."

Radford L. Burge, of the Toledo Field Seed Co.—"It is my opinion that the seed market will remain quiet for at least two months to come."

John Keller, with C. A. King & Co.—"Very poor quality of seed is coming to this market as compared with that received the fore part of the season. Little prime seed is coming and the poor grades are weather beaten and brown. Eastern buyers are still holding off and this makes trade dull. Very little business is being done in prime seed, as buyers are prone

to purchase the poorer grades first, leaving the prime seed as the last resort."

F. W. Annan, of W. H. Moorehouse & Co.—"The receipts are about 30 per cent lighter than last year and the quality of the seed is poorer."

Walton E. Stone, of Churchill & Co.—"I would not be surprised if seed would go above the mark of 1892, when \$9.15 was the price. We are now more than 20,000 bags short of last season. I do not look for anything from the stubble yield. There are lots of poor seed on the market and more coming. I don't believe the receipts will be more than 70,000 bags for the season."

Fred Mayer, of J. F. Zahm & Co.—"It will be some time before we can tell how large the crop will be. The high prices have been bringing the seed to market in that receipts have been good. Letters from various points show the farmers have marketed their crops. The receipts are far short of a year ago and the daily receipts show a falling off."

E. W. V. Kuehn.—"A sharp advance would result in a better shipping demand. The shipping demand has been bashful for some time. The chances for higher prices for the lower grades are growing better."

## Kicks From the Receiver.

BY J. E. M.

Grain dealers who may not see that it is any great offense to mix with feed stuffs (if they handle such) adulterants like rice hulls, shud be warned against this dishonest trick. It is just as wrong as mixing sand or chalk with sugar, for the reason that the stuff mentioned is said on good authority to be absolutely without any nutritive properties. In addition to this it is against the law in many states to do mixing of that kind, and there are signs that those who are guilty of it will be vigorously prosecuted in the near future.

\* \* \* \* \*

Receivers who are weary of this unending complaint of shortages, many of which they know to be due to faulty scales at shipping stations, will feel under obligations to H. W. Stevens for his pointed remarks in regard to weighing over scales that are not evenly balanced; for these strike right at the root of the whole trouble. It is well-nigh inconceivable, but none the less true, that many and many a dealer does not see any particular reason for going to the expense of having his scales fixed if they are only a few pounds to the M out of the way, and the probability is that he will not even have them tested if they do not give evidence of having anything more than that the matter with them; yet 10 lbs. to the M means a "shortage" of just 10 bu. on a 60 M car of wheat, and a variation of 5 lbs. makes a difference of 5 bu. When Mr. Stevens told the shipper whom he mentions that he was losing TWENTY DOLLARS every day on account of defective scales, he was stating a fact which in this concrete form loomed large before the dealer's eyes, while the "mere" fact that his scales were weighing 10 lbs. to the M too heavy made no great impression on his mind. It is time that country dealers did a little thinking and figuring in regard to this matter of their own scales, instead of trying to blame it all on crooked work at the terminals or leaky cars.



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No more work climbing stairs. Cost no more than stairways and take up one-quarter the room.

Correspondence invited.

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**GRAIN DEALERS**  
It is serviceable and cheap.  
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Milwaukee, Wis.



**The F. R. MORRIS GRAIN DRIERS** stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or hurting the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,  
**F. R. MORRIS, Milwaukee, Wis.**

## Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

**Must, Smut and Mold Odors, Water and Climatic Stains Removed,** leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

**Caldwell & Barr**  
EARL PARK, INDIANA



## Producing New Varieties of Wheat.

One sometimes hears the opinion advanced that one variety of wheat can be changed into another by being grown for a season or two in a different soil or climate, writes Chas. E. Saunders, Ph. D., in the *Farmers' Advocate* of London, Canada, to which we are indebted for the engravings. Undoubtedly, some changes can be brought about in this way, but they are not changes affecting any of the intrinsic characteristics by which varieties are distinguished. Red Fife, for instance, may be hard or soft, according to the conditions under which it is grown, but soft, starchy red Fife is still perfectly distinct from white Fife, although anyone not accustomed to studying varieties might be puzzled for a time by the resemblance between the two.

Stockmen have clear ideas on the subject of varieties in cattle, and a proposal to change Jersey cows into Shorthorns by making them excessively fat would scarcely receive serious consideration.

It will be well when equally definite ideas prevail in regard to varieties of grain. At present there is a tendency to ignore the fundamental points of difference, those points by which varieties can be distinguished, no matter where they have been grown. Just what these points are, it would be going beyond the limits of this article to discuss, but among the most important may be mentioned the form of the head, the presence or absence of awns, and of down on the chaff, color of chaff, color of the bran and flour, and the quantity and quality of gluten obtained from the flour. To these might be added earliness, yield, length of straw, etc.—important characteristics, though less

easily determined. A difference in variety is, therefore, a difference in regard to such points as have been just enumerated. Hardness or softness of kernel is a character of little use, as a rule, in distinguishing one wheat variety from another.

The three chief ways in which new varieties are produced are: 1, by selection; 2, by accidental sports or crosses; 3, by hybridizing and crossing.

**NEW VARIETIES OF WHEAT BY SELECTION.**—Strictly speaking, a new variety is not produced, but is merely separated out by selection. If a so-called variety consists, as is often the case, of several distinct types, it is clear that something uniform (and which may, perhaps, fairly be called new) can readily be produced by picking out one particular sort from the others. Wellman's Fife wheat was produced in this way, by separating out from a field of mixed wheat some of the largest beardless heads. Some mixtures of wheat received at the Ottawa Experimental Farm from India, have been separated into a number of distinct varieties, each of which must, of course, receive a new name if it is to be introduced for trial in this country.

On the other hand, when an effort is made to produce a new variety by the selection of strong plants from a pure sort, already true to one type, it is doubtful if the claim of newness can be admitted. Haynes' Blue Stem and Power's Fife are cases in point. The former is a good strain of Blue Stem, and the latter a good strain of Red Fife, but in general cultivation it is very difficult, perhaps impossible, to distinguish them from the original varieties. The selection of good heads and of good kernels, no doubt, leads to the production of larger crops,

but it can scarcely be said to give rise to new varieties of grain.

**NEW VARIETIES FROM ACCIDENTAL CROSSES OR SPORTS.**—Although it is commonly stated that wheat is strictly self-fertilized (that is to say, that every kernel is fertilized by the pollen from its own blossom), natural crosses of hybrids of wheat are undoubtedly produced at times. Several instances of probable natural crosses have been observed, and during the present season the writer has added at least one to the list of undoubted cases of this kind. The occurrence of natural crosses is, however, as far as we know, uncommon, and new varieties of wheat are not often produced in this way. Sports (i. e., plants which differ from their parents) may occur in wheat, apart from the results of crossing, just as they appear among roses, chrysanthemums, etc., but the writer is not aware that any unquestionable cases have yet been observed.

**NEW VARIETIES BY HYBRIDIZATION, OR CROSSING, AND SELECTION.**—The best method for producing new varieties of wheat is by hybridizing, or crossing followed by selection. The operation is simple in principle, though difficult in manipulation, and consists merely in carrying to a wheat flower of one variety the pollen from a second sort which we wish to use as the other parent. Care must be taken, of course, that no pollen or other than that which is being artificially applied reaches the flower in question. If the seed sets as a result of this operation, we have a kernel containing in itself the possibilities of both varieties, and from which varied types are almost sure to be produced in the course of two or three generations. As illustrating this point, the writer has



Plate 1.—Reduced one-third.



Plate 2.—Reduced one-third.

selected a case which is, to the eye, one of the most striking to be found among the (nearly) five hundred crosses which he has thus far produced. This is depicted in two of the accompanying plates. In the year 1900, pollen from Polish wheat was applied to a flower of Red Fife, and the resulting kernel was sown the following year. This gave the plant which bore the head marked No. 6 Plate 1. The seeds from this head were sown the next year, and gave rise to all the types shown in the Plate 2. The following year, still further variations occurred, and even in this season (the fourth) some of the strains are not yet fixed. All together there have been produced from the single original (hybridized) seed about forty varieties of wheat. This example will give some idea of the splendid possibilities afforded by hybridization in originating new varieties of wheat, and will serve also to demonstrate the necessity for rigid selection for several years after a cross has been made, in order to obtain the best possible results.

By such a process as this most of the new varieties introduced from the Central Experimental Farm have been produced. They are chiefly crosses of Red Fife with some earlier-ripening variety, made with the object of combining the well-known excellent qualities of Red Fife with the earlier-maturing habits of various foreign wheats.

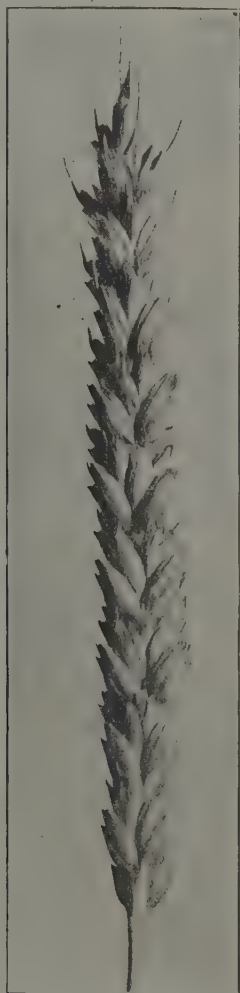


Plate 3.—Cross-bred wheat—Rideau x Red Fife. Natural Size.

In order to test the possibilities of a second cross with Red Fife (making the varieties three-quarters Red Fife, so to speak, instead of one-half), the writer, in 1896, crossed Dawn with Red Fife, and Rideau with Red Fife. The parentage of Dawn is Early Sonora x Red Fife, and the parentage of Rideau is Spiti Valley x Red Fife. Dawn and Rideau are both fairly early in ripening, but are in some respects inferior to Red Fife. From these second crosses many new varieties were produced, about twenty of which were in cultivation this season. They seem now to be quite fixed in type, and as they mature before Red Fife, and are of excellent quality for flourmaking, they may prove of considerable value. As would be expected, they closely resemble Red Fife, and when threshed would pass for that variety. A photograph of a head of one of the best of these new sorts is shown in Plate 3.

During the last two seasons, the work of crossing and selection at the Central Experimental Farm has been greatly extended. Over four hundred new cross-bred sorts of wheat were in cultivation this summer, and it is expected that a very much larger number will be grown next year. A couple of hundred interesting selected strains of wheat were also grown this past season. From these some very important returns are looked for in the course of a few years. The scope offered for such work is almost limitless, but the processes are necessarily slow, and both the experimenter and the public have need of considerable patience.

A. Verdier has been sent to the United States by the Board of Trade of Bordeaux, France, to make a study of the grain and flour export trade from both coasts.

Glucose amounting to 113,448,215 lbs. was exported during the nine months prior to Oct. 1, 1904; compared with 116,204,216 lbs. during the corresponding months of the preceding season.

Exports of rice, bran, meal, and polish amounted to 15,876,650 pounds for the nine months prior to Oct. 1, compared with 7,140,830 pounds for the corresponding months of the preceding year.

Buckwheat exports for the nine months prior to Oct. 1 amounted to 2,901 bus.; against 31,125 during the corresponding period of the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

The treasury department can make no ruling which will make it possible to permit the millers to export only the flour ground from Canadian wheat imported in bond while the present laws provide that the by-products must be exported. Whichever way the law stands, we must follow, and our disposition must be made regardless of whatever disadvantages the millers may be able to point out.—Eugene Hay, customs appraiser.

The discriminating effect of the duty on wheat against American millers is shown by the fact that Canadian millers are shipping flour to New York in bond, to be exported to South America or the West Indies by cancellation of the bond without the payment of any revenue to the government. The American miller must pay the drawback of 1 per cent on Canadian wheat ground and exported; and must have a large sum of money tied up on account of paying the 25 cents duty in advance.

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20 Years a Salesman

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EUROPEAN PLAN.

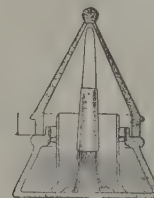
Location: Near Board of Trade and Business District.

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THE ONLY HOLDER FOR



PASTE OR MUCILAGE

that keeps contents air-tight. No evaporation. Ground glass joint. Cover larger in diameter than mouth of receptacle, so lifts off readily, and will not stick to mouth, contact being on bottom only.

No clogged up mouth or mucilage covered brush handle. Adapted to Office and Home use.

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## The Century

There is always one by which the rest are measured. In the magazine world, that one has always been and is to-day THE CENTURY. Ask writers where their best productions are first offered; ask editors which magazine they would rather conduct; ask public men where articles carry most influence; ask artists where they would prefer to be represented; ask the public what magazine is the first choice among people of real influence, and the answer to each question is the same: "THE CENTURY." Are you going to have the best in 1905?

The new volume of THE CENTURY begins with November. Yearly subscription - \$4.00

A year's subscription and the twelve numbers of the preceding year—complete serials, novels, stories, Jack London's "The Sea Wolf," Dr. Mitchell's "Youth of Washington," etc., etc.,—back numbers and subscription for coming year - \$5.00

The Century Co.

UNION SQUARE  
NEW YORK



## Grain Carriers

The Rock Island System has ordered 1,500 freight cars of the Pullman Co.

The Merchant Marine Commission is to have its report ready Dec. 5 for submission to Congress.

Four big steel steamers have been chartered to load flaxseed at Duluth on their last trips at a rate of 3 cents to Buffalo.

A hearing on the export grain rate differential was held Nov. 21 at Philadelphia, by the Interstate Commerce Commission.

Altho navigation has not yet closed, wheat has been loaded into cars at Fort William, Ont., and rushed across the continent to fill export orders.

The average man hates to remember what is due from him to his benefactor. Perhaps this explains the attitude of railroads toward the public.—Freight.

The Marine Forwarding Co. has this season shipped about 8,000,000 bus. of grain from Buffalo to tidewater, benefiting both canal boatmen and grain shippers.

Surveys have been made of the proposed Kansas City, Tulsa & Southwestern as far as Tulsa, I. T. The main line is to be extended from Talala, I. T., to Chetopa, Kan.

Surveys have been completed by the Great Northern for an extension from the Iron Range country to Beaudette, where a junction with the Canadian Northern will be effected.

A record for quick loading was made recently at the Rialto Eltr., at South Chicago, Illinois. In two hours and twenty minutes 146,000 bus. of oats was loaded into the steamer F. L. Vance.

Ten assns. of shippers, on Nov. 15, filed complaint with the Interstate Commerce Commission against the enforcement of the proposed uniform bill of lading, and asking that a hearing be held in Chicago.

The National Assn. of State Railroad Commissioners held its annual convention Nov. 15 and 16, at Birmingham, Ala. Those present favored government supervision rather than government ownership.

A. B. Wolvin threatens suit against the Armour Grain Co. for alleged infringement of his hopper bottom construction patent. The Armour Grain Co. has built a grain scow using a hopper bottom, for ease in unloading.

The millionaire controllers of 162,000 miles of railroad are credited with having established a community of interest. They interchanged ownership of securities and interchanged election of directors. What will it cost the public?

President Roosevelt was visited recently by a delegation including Gov. Cummins of Iowa, and Van Sant of Minnesota, with E. P. Bacon of Milwaukee, to urge the passage of the Quarles-Cooper bill, giving more power to the Interstate Commerce Commission.

The Monongahela River Consolidated Coal & Coke Co. has bot for \$150,000 the grain barge line of the St. Louis & Mississippi Valley Transportation Co., including three modern steamers. Part of

the equipment will be continued in the grain trade between St. Louis and New Orleans.

Grain dealers at Toronto, Ont., are suffering from the shortage of cars on the Grand Trunk, which is about 1,500 cars short of meeting the applications by shippers. The Board of Trade is considering the advisability of bringing the serious condition to the notice of the Railway Commission.

The following exception on the grain tariff has been made on the Fort Worth & Denver City and Wichita Valley roads, effective Nov. 15 and expiring May 31: To protect, on carload shipments of hay between all points, on cars 34 feet in length, the established minimum weight for cars 33 feet in length.

In the demurrage suit of the Mystic Milling Co., of Sioux City, Ia., against the Western Car Service Assn. and the C., M. & St. P. R. R., the Federal Circuit Court of the Northern District of Iowa recently decided against the railroad, and refused to take the case from the state court, where the milling company desired it to be heard.

Bulletin No. 29, just issued by the Bureau of Statistics of the Dept. of Agri., names the methods and routes for exporting farm products, the fast freight lines and the roads over which each operates, the eastern seaboard terminals of each, the foreign and domestic ports between which steamers regularly ply and the steamship company operating the line.

An intervening petition has been filed by the Kansas City Board of Trade in the complaint of the Central Grain Trade Assn. against the Rock Island and Santa Fe systems. The Board of Trade objects to the revision of the rates demanded by the Central Grain Trade Assn., without corresponding changes in the local rates to Kansas City.

The Penna. Co. Lines positively refuse to deliver cars to consignees without the surrender of the original bill of lading, either on straight or order shipments. Shippers are, therefore, urged to get these papers into consignees' hands at the earliest possible moment. Do not delay, but get them into the first mail. The railroads are bringing shipments forward now speedily, and it is not unusual for the goods to arrive before the papers. Attention to this matter will save switching and demurrage.

An Indianapolis shipper has defeated the attempt of the Big Four road to collect unjust demurrage charges. The concern, known as the Republic Chemical & Creosoting Co., has a capacity of 3 cars per day; and ordered lumber to arrive at that rate. The road delayed some cars and then would run in 10 to 18 cars in one day, and charge demurrage on those the creosoting company could not handle promptly. When the road refused to deliver more cars unless the demurrage assessed by the Car Service Assn. was paid, the company went into court and obtained an order requiring the cars to be supplied.

One of the cunning devices by which great monopolies violate the law against rebates with impunity is exposed by the decision of the Interstate Commerce Commission against the International Harvester Co. The harvester trust has been getting a rebate of about 20 per cent on all shipments of machinery. This was accomplished by the trust charging the roads \$12 per car on shipments over three

miles of road owned by the company at Chicago. The Commission, on Nov. 10, decided that the charge of \$12 was excessive and in the nature of a rebate. The roads owned by the harvester trust, known as the Illinois Northern Railroad and the Chicago, West Pullman & Southern Railroad, actually demanded a proportion of the thru rate on all freight to distant points, when the distance hauled over its own lines was only 3 miles.

Twenty-two lines of steamers ply between ports in the United States and Liverpool, 14 lines to Genoa and Hamburg; 13 lines to London, Kobe and Hong Kong; 12 lines to Yokohama and Shanghai, and 11 lines to Antwerp. More than 50 lines of steamers leave New York for foreign ports. The arrivals at Liverpool of steamers from America average 2 per day. Liverpool has 5 lines of steamers to Galveston, Tex., 4 to New Orleans and Boston, and 2 to New York and Philadelphia. The most frequent service given by a single line between America and Liverpool direct is given by the Leyland Line from New Orleans, 5 to 7 sailings per month. While New York has only 2 lines to Liverpool, these both give weekly sailings. The number of steamers arriving at Liverpool during the year from New York is about the same as from Galveston, Tex.

After taking testimony in the milling in transit case of W. J. Koch & Co., the Interstate Commerce Commission at Philadelphia directed that the arguments be written and filed within a month. H. W. Koch, a member of the firm, testified that his firm did a business of about 1,000 carloads annually, and that previous to 1900 they had bought all of their feed and grain from millers in the west. In that year they erected a mill in Harrisburg at a cost of \$12,000, intending to clean the oats and corn and do grinding, but the refusal of the Pennsylvania Railroad to grant the milling-in-transit privilege, thus compelling them to pay the local rate from the mill to final destination, forced them to abandon the mill. He further testified that the rate from the west to the Atlantic seaboard was 15½¢ per 100 lbs., and that the western millers were charged an additional 1½¢ per 100 lbs. for the milling-in-transit privilege. For this his firm would be charged 8¢ per 100 lbs. extra from Harrisburg to Bryn Mawr, Pa., making the freight upon the car \$32 more than to the man who did his milling in the west.

### Consignee's Plan to Avoid Uniform Bill of Lading Burden.

In order to avoid the provisions of the uniform bill of lading, by shifting the responsibility to the shipper, one retail lumber firm has adopted the practice of stamping all orders as follows: "In consigning goods to us do not sign receipts containing the conditions of the uniform bill of lading, which release carriers from liability. We desire our goods shipped under carriers' common law liability and we purpose to pay no more for carriage than legal rates as filed with the Interstate Commerce Commission. If these instructions are disregarded we shall hold you responsible for liability in loss or damage to shipment."—Railway Age.

Rice growers are feeding ground rough rice to work horses on account of the low price and to get rid of the surplus.



## Supreme Court Decisions

The case of Victor Carlson v. Edwards, Wood & Co., in which the latter were found guilty of failing to report the proper price of grain sold on consignment, will come before the Supreme Court of Wisconsin in December.

In the absence of an agreement, the delivery of goods by a seller to a carrier for transportation and delivery to the buyer is a delivery to the buyer.—*L. Greif & Bro. v. Seligman*. Court of Civil Appeals of Texas. 82 S. W. 533.

Where a lease of Indian lands on which certain wheat sued for was grown was invalid, the court would not lend its aid to the enforcement thereof, whether it was *malum in se* or *malum prohibitum*.—*Coe v. Low*. Supreme Court of Washington. 77 Pac. 1077.

A charter party which requires "three clear working days" notice to be given by the master to the shipper before lay days commence means that the days do not begin to run until such notice reaches the shipper.—*The India* (U. S.) 49 Fed. 76, 78, 1 C. C. A. 174.

Where the sender of a telegram uses a blank bearing a stipulation that the company will not be liable for damages unless the claim be presented in a specified time, it amounts to an assent to the stipulation.—*Western Union Tel. Co. v. Courtney*. Supreme Court of Tennessee. 82 S. W. 484.

Where a contract for the sale of goods is silent as to the person or mode by which the same are to be sent to the buyer, a delivery by the seller to a carrier in the usual course of business transfers the property to the buyer.—*L. Greif & Bro. v. Seligman*. Court of Civil Appeals of Texas. 82 S. W. 533.

Where the contract for the transmission of a telegram provides that the company will not be liable for damages unless the claim is presented within a specified time, the presentation of the claim must be in writing, identifying the message, stating the negligence complained of, and the nature and extent of the damages suffered.—*Western Union Tel. Co. v. Courtney*. Supreme Court of Tennessee. 82 S. W. 484.

On the question as to whether a person of ordinary intelligence, in the exercise of ordinary care, by inspecting potatoes after they arrived at the purchaser's, and before removing them from the car, could have determined whether they were the kind and quality agreed on, an instruction that "he would not be required to look at the whole mass in the car, or look at them other than in a fair and reasonable way," invaded the province of the jury.—*Northern Supply Co. v. Wangard*. Supreme Court of Wisconsin. 100 N. W. 1067.

Plaintiff, at defendant's request, delivered to it a car of lemons for the purpose of completing a sale already effected by defendant at a stated price, defendant to receive a certain commission on the sale. Held, that defendant's relation to plaintiff, after the delivery of the lemons to it, was substantially that of a factor,

and that it, having, without plaintiff's authority or knowledge, taken them elsewhere, and sold them at a loss, was liable for their value.—*Betts v. Southern Cal. Fruit Exchange*. Supreme Court of California. 77 Pac. 993.

Hunter & Co., of La Forge, Mo., in April, 1899, shipped a car of corn on a shipper's order bill of lading, to Curley, Rowley & Co., brokers at Texarkana, Ark. When the car arrived a member of the firm of Curley, Rowley & Co. opened it, and delivered the corn to a customer, who paid for the corn. Afterwards when the bill of lading was presented with draft they refused to pay; and Hunter & Co. made a claim against the railroad company for having permitted the brokers to take the corn without giving up the bill of lading. The railroad paid the claim and brought suit against the customer of the broker, who had already paid for the corn; and on Oct. 8, 1904, 6½ years after, the Supreme Court of Arkansas reversed the decision of the lower court and gave the railroad judgment against the customer for \$232 with interest.—*Fordyce & Swanson, Receivers of St. L., Ark. & Tex. Ry., v. Dempsey & Beasley*. 82 S. W. 493.

That the courts are incompetent to deal with railway discrimination is shown by the decision of the Supreme Court of Nebraska, rendered Oct. 20 in the case of *Wm. J. Crandall*, grain dealer and miller at Firth, Neb., against the Chicago, Burlington & Quincy Railroad Co. Crandall's suit was for a peremptory writ of mandamus to compel the road to furnish facilities for shipment equal to those furnished his competitor in business, the Farmers Grain & Lumber Co. The discrimination complained of occurred during the winter of 1902-3; and not until 10 months had expired and the pressing need for cars was over, did the courts give a final decision. Apparently the court takes the view that the railroad is a private snap to be run for profit only, with no duties to perform to the public, regardless of the fact that the railroad has received from the state two great privileges to which it owes its very existence; that is, a state charter as a corporation, and the right to condemn lands for right of way. The Supreme Court said: "If the carrier has furnished itself with cars sufficient to carry the freight which may reasonably be expected to be offered, it has exercised due diligence in that regard; and where, thru causes that are not within its control, it cannot supply the cars temporarily made necessary by unusual demand therefor, it is entitled to apportion the same in a fair and equitable manner among its patrons, and cannot be compelled to provide one shipper with cars to the exclusion of others." These words of the court, "to provide one shipper with cars to the exclusion of others," would lead the reader to infer that Crandall had sought to prevent his competitor from obtaining any cars. This contemptible insinuation by the court that the grain dealer sought to monopolize the cars, when all he wanted was a square deal, is positively disgusting. Evidently Nebraska needs a state reciprocal demurrage law; or a railroad commission like that of Texas, with power to enforce promptly orders for the distribution of cars. The experience of Mr. Crandall and hundreds of other shippers shows that the railroads can not be trusted to apportion cars in an equitable manner.

## Life Insurance Combinations

If you are contemplating the purchase of Life Insurance, WAIT, and let us show you how, by combining the best contracts of several companies, you get better results than the single contract of any one company affords. In many cases you can get *double results* at the same ultimate cost, and you can procure by combinations an income for life that will surprise you. We select the contracts, you pay direct to the companies issuing same. Call or write

**McDonald, Holbrook & Conroy**

1110 Temple, 184 LaSalle St.  
Phone 2068 Main CHICAGO, ILL.

## NOTE THESE OPPORTUNITIES!

A good town in Eastern Kansas, in a fine wheat growing section, will give a free site and generous bonus to secure an up-to-date flour mill.

A valuable water power, in a first-class wheat section of Missouri, is available for the location of a flour mill of from 1,000 to 3,000 barrels daily capacity. Very cheap power can be produced. Many other excellent openings and valuable opportunities exist along the lines of the



Full particulars regarding the above locations and many others will be cheerfully furnished. Send for a copy of handbook entitled "Opportunities."

**M. SCHULTER**  
INDUSTRIAL COMMISSIONER  
Frisco Building ST. LOUIS, MO.

## COAL SALES BOOK

FORM 44.  
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY  
**Grain Dealers Company,**  
255 La Salle St. CHICAGO, ILL.



**Maud Missed the Trip.**

A charming young woman named Maud  
Was planning a trip far abroad.  
She missed all that bother,  
For one day her father,  
In cornering wheat, dropped his waud.  
—W. D. Nesbitt in Chicago Tribune.

## Supply Trade

The N. P. Bowsher Co., of South Bend, Ind., has been awarded the gold medal at the St. Louis Exposition on its display of feed mills.

Beware of adjectives. Many an otherwise good advertisement has been turned to fiction by the injection of just one too many adjectives.—Jed Scarboro.

The Midland Construction Co., of Chicago, Ill., has received the contract to build a number of elevators and remodel other houses for the Wm. Pollock Mill & Elevator Co., of Mexico, Mo.

Stacy Hart, of the Hart Grain Weigher Co., Peoria, Ill., has brot suit against the Ben Steele Weigher Co. for alleged infringement of patent on the automatic weigher.

S. B. Sampson, formerly of the N. A. Grabill Co., will continue taking contracts for the building and remodeling of elevators, and sell elevator, mill and warehouse machinery, with offices at Daleville, Ind.

The Denning Wire & Fence Co., of Cedar Rapids, Ia., contemplates adding to its plant, wire drawing and galvanizing departments. The company, which is the successor of J. M. Denning, has just been incorporated with \$500,000 capital stock.

The Stephens-Adamson Mfg. Co., of Aurora, Ill., has shipped the last of the machinery for the new Canadian Northern Elevator at Fort William, Ont., and recently received an order for the machinery for the new plant of the Canada Malting Co., at Montreal, Que.

The Barnett & Record Co., of Minneapolis, is favoring its friends with a lithograph of the largest grain storage plant in the world, which was erected by it for the Canadian Northern Railway Co., at Port Arthur, Ont. The plant has a total storage capacity of 7,000,000 bus.

The theory on which is based the payment of commissions by publishers to advertising agents is fallacious and unhealthy. It is said by those who favor the continuance of the present commission system that the agent is the publishers' representative; that he works for the publisher and hence is paid by him. But the conscientious agent should not work for the publisher. He should work for the advertiser first, last, and all the time.  
—Profitable Advertising.

The Columbus Machine Co., of Columbus, O., has issued a new catalog which shows the progress made by this company in an addition to the list of sizes of engines, and the adaptation of the Columbus Engine to pumping plants and hoisting machinery. A new gasoline traction engine is also illustrated. In this catalog pains are taken to acquaint the reader with the principles of operation and construction, 8 of the 28 pages being devoted to points of improved construction, with engravings showing the parts. A copy of

this catalog, showing the finished work of a company with 56 years' experience in machine building, will be sent to readers of the Grain Dealers Journal on application to the company.

**Condition of Grain Cars Arriving in Peoria.**

Close readers of our Illinois news column know of the earnest efforts being made by the Peoria Board of Trade to stop pilfering from grain cars in the railway yards of that city and to insure the correct weighing of all grain received. In a recent report the Committee on Weights and Measures of the Board says:

"Notwithstanding the utmost care and vigilance shortages will occur from causes beyond your control, but which can be largely overcome by a little extra care on the part of shippers.

"According to our records the most frequent cause of leakages is leaky sides or ends of cars. We think this is due to the fact that most coal is being loaded now with steam loaders and the coal is put in with so much force or under such pressure as to loosen the sides or ends of cars and often even breaking the posts. Another cause of loosened ends in cars is that lumber is shipped now mostly "dressed" and it shifts very easy against the ends of cars.

"The bottoms of cars where they have been used for coal often have holes broken into them or leaks started. In view of these facts it is absolutely necessary to examine cars thoroughly for defects of this kind and not use them unless they can be coopered so they are tight. When loaded to capacity cars with these weak places open up a leak while en route or being switched in terminal yards, and sometimes these cars are fixed up by the railroads and show no signs of having been leaking when they arrive at destination and we get blamed for returning short weights.

"Our records further show that 30 per cent of the leaks occur from defective grain doors. In the past few years the capacity of cars has been increased, but the doors furnished have not been proportionately strengthened; if anything the lumber is poorer, and it often happens cars arrive with the bottom door bulged out beyond the top boards, resulting in a bad leak. To obviate this we suggest that shippers nail a cross board into each board of the door with slanting nails, the full length of the door and boards. This will require some extra work, but it will pay. Also board doors high enough, as in riding up and down grades grain will shift to the center of cars and unless they are boarded high enough there is a leak over the door. Where doors are unusually wide, never splice doors, as they generally arrive leaking. Better use lumber long enough. Batten all bad or wide cracks between boards and where doors are doubled up put the smooth sides together so there will be no space between the doors for grain to leak through.

"We also have reasons to believe that cars often leave stations without being properly sealed, and shippers should see this is done. Where pins are missing, nail a cleat back of the door with ten-penny nails or put a strong temporary pin in the staple. Unless this is done such cars are apt to arrive with seals broken and doors open, allowing free access to anyone."

**Engine Room Pointers.**

BY C. A. M'COTTER.

Do not try to economize by purchasing cheap gasoline. Buy the best.

A cheap gasoline will form soot in the pipe and on the muffler, which is always in danger of burning.

Have the end of the exhaust pipe from gasoline engine a safe distance from building.

With exhaust pipe extended a safe distance, if an overcharge should fire the soot, you will not endanger your property.

Gasoline engines and connections should be examined frequently for leaks. If any are found, stop them at once.

If you use a torch to ignite gasoline, keep your engine room free from dust and cobwebs.

A wooden floor in your engine room, after one year's use, is a menace to your property.

Put in a cement or a brick floor. If you do not care to do so, a sod floor is the next best.

A proposal for suspending the import duties on wheat has been introduced in the French Chamber of Deputies, and referred to the customs committee.

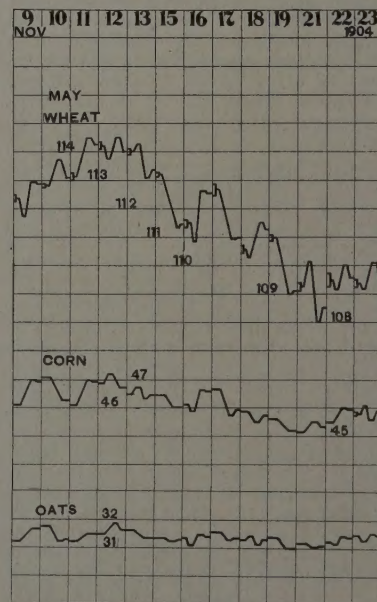
**Receipts of Wheat and Corn at Primary Markets.**

Corn receipts at primary markets for the present crop year prior to Nov. 25 have been 56,952,347 bus.; against 64,688,386 bus. for the corresponding period a year ago.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Nov. 25 have been 118,316,186 bus.; compared with 119,510,648 bus. for the corresponding period of the preceding year.

**Chicago Prices**

The opening, high, low and closing quotations on May wheat, corn and oats at Chicago for two weeks prior to Nov. 25 are given on the chart herewith.





## Millers who Install JEFFREY CONVEYORS

RECOMMEND THEM

Sections of  
different  
lengths to  
suit  
varied  
condi-  
tions.



Catalogue  
72  
containing  
full  
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request.

The **JEFFREY MFG. CO.**

COLUMBUS, OHIO, U. S. A.

NEW YORK PITTSBURGH  
CHICAGO DENVER  
CHARLESTON, W. VA.

## MANUFACTURERS

Contemplating establishing plants  
in the West, should take advantage  
of a location on



**C. & N. W. R. Y.**

THE PIONEER LINE  
WEST AND NORTHWEST OF CHICAGO  
which reaches the famous

**WATER POWERS,  
COAL FIELDS,  
IRON ORE RANGES,  
HARD AND SOFT LUMBER  
DISTRICTS**

of the West and Northwest, and affords the  
best means of transportation to the markets  
of the world.

For further particulars apply to

**MARVIN HUGHITT, Jr.,** **E. D. BRIGHAM,**  
Freight Traffic Mgr. Gen. Freight Agt.  
**CHICAGO**

## Any Weight

of grain up to 100,000 pounds is  
reduced to bushels by Clark's  
Decimal Grain Values, which  
also shows the value of any  
number of pounds in dollars  
and cents.

**GRAIN DEALERS JOURNAL,**

255 LaSalle Street,

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## Reliable Insurance...

On Modern elevators and Contents can be  
secured at about one-half the rates  
charged by stock companies by addressing

**MILLERS NATIONAL INS. CO.**

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.56

Net Cash Surplus, \$466,594.95

W. L. Barnum, Sec'y.

## ELEVATOR AND GRAIN INSURANCE

The Old Reliable  
**Michigan Millers  
Mutual Fire Ins. Co.**  
of Lansing, Mich.

Assets..... \$1,500,000  
Losses paid ..... 1,000,000  
Net cash assets.... 255,000

## 1 1/4 Million Dollars Indemnity

has been exchanged by  
owners of elevators who  
are subscribers at this  
Exchange — thus pro-  
ducing their

## FIRE INSURANCE AT COST.

That the plan meets the  
approval of grain deal-  
ers everywhere is evi-  
denced by this—our first  
year's record.  
Write for particulars.

Elevator Underwriters at  
Grain Dealers' Exchange

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ATTORNEY and MANAGER,  
409 Kemper Building,  
Kansas City, Mo.

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The grain trade news? Then sub-  
scribe for the **GRAIN DEALERS  
JOURNAL**. Twice each month for  
\$1.00 per year.

## MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and  
Contents. Oldest Flour Mill Mutual  
in America. Saved to Members  
nearly \$1,000,000.

J. G. SHARP, Secretary, Des Moines, Iowa.

ESTABLISHED 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

## MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

## Millers' Mutual Fire Insurance Association of Illinois.

ALTON, ILLINOIS.

"In times of harvest lay aside a portion for a  
rainy day." Isn't that good advice? Well  
then, carry your insurance in this Company.  
In twenty-seven years of Underwriting we  
have saved about one-half of the cost of in-  
surance to Policy-Holders. Think of what  
that means. Instead of paying \$100 a year  
only \$50. Isn't that good practice?

Cash Assets ..... \$ 167,000.00

Net Cash Surplus ..... 97,000.00

Deposit Notes ..... 1,025,000.00

We write mills, elevators, grain warehouses  
and stock in them, for a long or short term  
as required. Write to our office and see for  
yourself.

D. R. Sparks, Pres. A. R. McKinney, Secy.

## YOUR POLICY IS TO HAVE THE BEST

The

## Grain Dealers National Mutual Fire Insurance Company

INDIANAPOLIS, IND.

will give you the best insur-  
ance policy you can find  
and at the actual cost of  
elevator insurance.

We insure Grain Dealers'  
property only and when  
you buy from us you buy  
from first hands and save  
the profit for yourself.

**C. A. McCOTTER,**  
Secretary



## Allis-Chalmers Co.

Milwaukee, Wis., U. S. A.

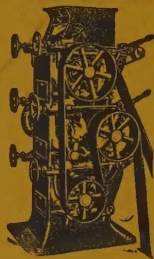
### Corn and Feed Mills

This Mill is Unequalled  
for Strength, Durability,  
Convenience and Capacity

It will save you money

### Bullock

Electrical Apparatus for  
all Purposes



4 Roll and 6 Roll  
Gear or Belt Drive  
for Slow Roll.

Canadian Representatives, Allis-Chalmers-Bullock, Ltd., Montreal.

## Day's Dust Collector

Made in More Than  
Twenty Sizes

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1122-26 Yale Place, - MINNEAPOLIS, MINN.



## Elevator Buckets

for all purposes are but  
a lesser part of our ex-  
tensive line of

### Elevating and Conveying Machinery

for use in

### Grain Elevators and Flour Mills

Write for our latest cat-  
alog, M-3



Webster M'f'g Co.

1075-1097 West 15th Street, Chicago



## WELLER MFG. CO.

ENGINEERS, FOUNDERS,  
AND MACHINISTS.

118-126 E. NORTH AVE.

CHICAGO, ILL.

GRAIN ELEVATING,  
CONVEYING &  
POWER  
TRANSMISSION MACHINERY.



SEND FOR OUR NO. 18 CATALOG.

## Kay-Pim Manufacturing Co.

Bullders of

### Modern Grain Elevator Machinery.

Complete Equipments for Terminal  
and Country Elevators " " "

All grain dealers visiting the Fair are  
most cordially invited to inspect our works.

N. Broadway, Monroe & Second Sts. ST. LOUIS.

## State Demurrage Rules.

Compiled by JOHN B. DAISH,  
President American Shippers Assn.

Is a compilation of rules relating to demurrage,  
so-called reciprocal demurrage or delayage,  
which have been enacted by the legislatures of  
the several states or promulgated by commis-  
sions organized under state authority.

It contains a digest in tabulated form of the  
demurrage rules, a copy of the South Carolina  
form for ordering cars, and a list of the states  
in which adequate car facilities must be supplied.

Price, \$1.00.

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255 LaSalle St. Chicago, Ill.